1 OCTOBER 1954

The Autocar

1/-

FOUNDED 1895 LARGEST CIRCULATION

THE FINEST OF THEM ALL!

The great new

AUSTIN CAMBRIDGE

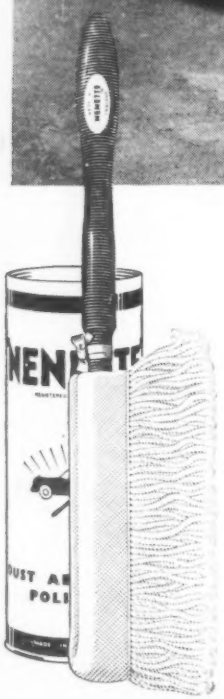
strides ahead in power, pace, comfort, looks

BMC

AUSTIN

–you can depend on it!

After 1300-mile tour– less than 15 minutes with NENETTE gives car *mirror-like finish*



MRS. S.K.A. OF REGENT'S PARK, LONDON, WRITES:

I think you will be interested in the enclosed photograph taken shortly after we had arrived at our home in Regent's Park, after three weeks' tour of Dorset, Devon and Cornwall, during which we covered 1,300 miles. Just before the photograph was taken we had spent less than fifteen minutes going over the Velox and the Argosy Caravan with our Nenette, with the result so clearly shown—a mirror-like finish. Incidentally, the car in the photograph is by no means new—two days before the picture was taken it had topped the 25,000 miles mark.

NENETTE *Dust-Absorbing Polisher*

ON SALE AT GARAGES EVERYWHERE 13/9

Also at Stores and Ironmongers. In case of difficulty, send cheque or P.O. for 15/- (inc post and packing) direct to LEXINGTON PRODUCTS LTD. (Dept. A.C.), 2, LEXINGTON STREET, LONDON, W.1. (GERrard 8600)

An Autoclean Product

Regency

The FIRST name in Car Seat Covers

HERE'S NEW, RICH BEAUTY for your car! Regency tailored car seat covers are available in a delightful range of patterns—every set designed for the model specified, and arranged for simple and efficient fitting. Perfect tailoring ensures that the covers appear to be part of the upholstery of the car. All seams are attractively piped, and openings for centre armrests are fitted with zip fasteners. The materials for Regency seat covers are specially chosen for *your* car, and each has a host of practical advantages.

The name "Regency" is registered and is embroidered on every set of covers that leaves our factories—it is your absolute guarantee of satisfaction—look for the name and accept no substitutes.

STAND No. 4

- ★ **They take the wear—and keep your upholstery in brand new condition.**
- ★ **They're beautifully tailored for 100% fit.**
- ★ **Easily cleaned with brush or cloth.**
- ★ **Can be safely dry-cleaned by approved methods.**
- ★ **They're kind to your clothes.**
- ★ **Attractive appearance.**
- ★ **Wide range of designs.**
- ★ **Prices for every pocket.**

Post today for FREE patterns & prices

Name _____

Address _____

_____

Make _____ *Model* _____ *Year* _____ A

REGENCY COVERS LTD., West End Showrooms, 169 Great Portland Street, London, W.1.
Factories at Tottenham and Norwich **Telephones LANgham 9001**

Fit a K-L heater-demister and

STEP INTO SUMMER

With a K-L in your car you enjoy summer comfort in the worst of weather. These compact units provide ample warmth, keep screens clear of mist *and* frost. Don't wait till winter troubles exasperate you—order *your* model now! Here are three good reasons why K-L are the popular choice:—

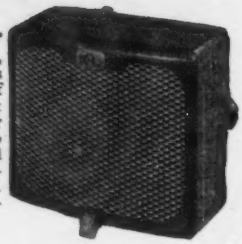
BECAUSE **the K-L range includes special models for all popular cars.**

BECAUSE **skilful engineering and large-scale production combine to make K-L units Britain's best value.**

BECAUSE **they are designed by experts to be a credit to your car in appearance as well as performance.**

All K-L units are designed for easy, rapid fitting and are controlled by an illuminated rheostat switch on the dashboard. They use the "waste" heat from the engine cooling system (thermo syphon or pump type) to keep you comfortably warm and free from windscreen worries. In addition to those illustrated, there are special models for the Triumph T.R.2 and the Standard 8 and 10. Ask at your garage, or write for leaflet No. 55, stating make and year of car.

THE NEW MK 111 MODEL



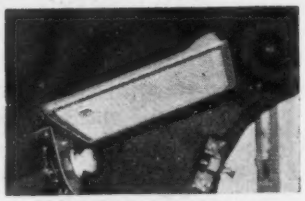
of the popular K-L MONITOR heater, demister and defroster. This unit fits neatly in small and medium size cars of any make and gives you 3-way control: you have a choice of demisting with or without heat, or heat only, according to weather conditions. Superbly styled die-cast cabinet stove-enamelled mushroom brown. Size: 7½in. × 7in. × 6¾in. Only **£9/19/6** complete with all accessories.

THE K-L 54

special model for 1954 Anglia and Prefect cars, fitted snugly behind the gear lever in an Anglia. Tailor-made for the car—no interference with leg-room. **£9/19/6** complete with special accessories.

THE K-L 360

for the M.G.T.F., approved by M.G. Car Co. Ltd. This tailor-made unit protrudes only ¼in. from the baffle board, leaves room for radio. **£10/10/-** complete.

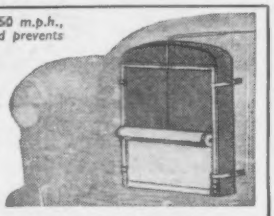


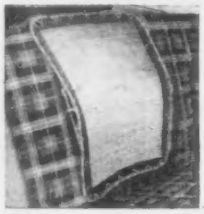
THE K-L 54 UNIVERSAL

extra capacity heater, demister and defroster for large cars. **£10/10/-** complete. This unit provides ample heat on the coldest days, yet measures only 7½in. × 6⅞in. × 6½in. deep.

All K-L heaters have REVERSIBLE MOTORS

Because it's readily adjustable, even at 50 m.p.h., the K-L EVENTEMP Radiator Roller Blind prevents over-cooling without risk of over-heating. Fitted to the radiator behind the grille, and cable-controlled from the dashboard, it keeps running temperature "right" in all weathers, saves petrol and engine wear! There is a specific model for your car (with reverse action where necessary), so remember to state make and year when ordering. PRICES FROM 55/-.





THE K-L SIT-RITE

Back Rest does what cushions can never do—provides firm support just where your spine needs it. With its closely-woven, adjustable lacings on a plastic-dipped steel frame, the SIT-RITE reduces fatigue enormously by taking the tension out of your muscles and improving posture. Models for bench and bucket seats. Try one out at your garage! **45/-.**

K-L UNIVERSAL THERMOMETER

shows engine temperature at a glance. Fits into radiator hose or engine. **£2/12/6** complete (with illuminated dial, £3).

THE K-L EASITURN

brings leverage to your aid when turning or reversing. Easily fitted on either side of the wheel, this new K-L device has a smart "tortoiseshell" head and costs only **10/-.**

K-L KERBFINDERS

prevent damage to mudguards and tyres. Chrome-plated steel springs with slender extensions warn when kerbs are near. No electrical wiring. **7/6** a set.

KEY LEATHER CO. LTD., 5 URSWICK ROAD, LONDON, E.9

Telephone: Amherst 5202-4

BE SURE TO VISIT
STAND No. 406
at the MOTOR SHOW
—Note the number now

The connoisseur's choice

ACE

'SILVER PEAK & WHITE PEAK'

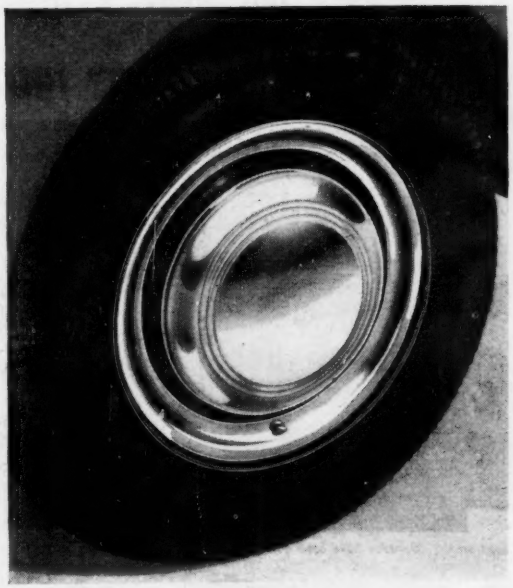
NUMBER PLATES

Britain's best number plates

The Ace "Silver Peak" (shown above), is the number plate with the anodic satin-silver finished non-glare characters which you have probably admired on many of the smartest cars. The characters are neater, they harmonise with the car's chrome and their finish is extremely durable. There's a "White Peak," too, for those who prefer white characters.

The Ace "Registrator" (shown on right), is the perfect translucent rear number plate. It is attractive, efficient, easily cleaned, and as it contains its own soft, even illumination, is as effective by night as by day. It is the ideal rear number plate for your new or present car and fits externally direct on to the body panel or "T" bracket—it measures only 1in. in thickness. Long type also available. Please write for catalogue, free on request.

SEE THEM AT EARLS COURT MOTOR SHOW. STAND No. 264



ACE

'RIMBELLISHERS'

Can you picture your own car fitted with "Rimbellisher" wheel trims? The improvement to your car's appearance—not just to the wheels—will surprise you. They make wheel cleaning easier, too, and they protect the wheel paint from flying stones, etc. The quality of chrome plating we now use is back to pre-war standard so they will maintain their attractive and fresh appearance with little effort. "Rimbellishers" are easy to fit and they *cannot* work loose, rattle or fly off. The patent worm-drive self-locking fasteners shown below are used to fit the rim to the wheel and ensure a 100% secure fixing. Order a set from your garage—you will be more than pleased with them. Catalogue free on request. PRICE £7.10.0 per set of five and Fittings.

Ask your garage to fit them on your car . . .

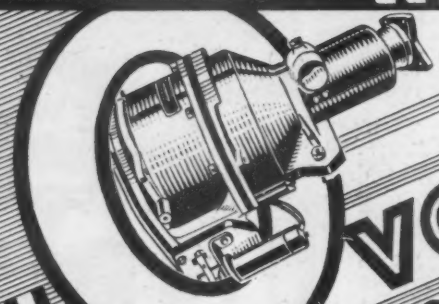
Manufactured by

CORNERCROFT LTD.

Ace Works, Coventry. Telephone : Coventry 40561/5
32 Clarges St., London, W.1. Telephone : Grosvenor 1646

A.2.

WHERE BRITISH MOTORING LEADS THE WORLD



The ONLY Overdrive with Clutchless Power-sustained change

On the Austin-Healey 100 the Laycock Overdrive is a production fitment. It operates in 2nd and top gears automatically, but the driver can override the automatic operation should he wish. To describe this in detail we can do no better than quote from an article by Mr. Barney Clark in the American Motoring Journal "Auto Sport Review." "BUT THE REAL DELIGHT IN THE AUSTIN-HEALEY IS THE LAYCOCK-de NORMANVILLE OVERDRIVE. Unlike anything in America, this unit is controlled by a toggle switch on the dashboard and is absolutely under the driver's command. Set at 'Overdrive' position it shifts itself up or down—instantly—at road speeds of about 40 m.p.h. But at any time the driver can pop the switch back to 'Normal' and get it—instantly—with throttle wide open or shut and without using the clutch. The shift is really instantaneous and there is NO free-wheeling effect in either ratio. Here's an example of how it works: You are pottering along the highway in Overdrive at about 50, trailing another car. A hole opens up in the on-coming traffic and you give it the gun, throttle right into the floor. As you start swinging out, you flick the switch into 'Normal' and—bam!—you're back in top ratio and those extra revs hit the rear wheels like a mule's kick. There is no 'clunk' as the shifts take place and the only indication you have is the sudden change in ratio. Real good! This works in 2nd and top gears so you actually have five speeds forward."

No. 1 OF A SERIES OF ADVERTISEMENTS DESCRIBING THE LAYCOCK OVERDRIVE AS FITTED TO BRITISH CARS

Other cars on which the Laycock Overdrive is available include:

Production Fitment Only:—
Humber Hawk, Sunbeam Alpine Special, Doretti, Jaguar Mk. VII, Jensen Intercepter and 541.

Triumph Renown
Triumph T.R.2 } Also available as conversions.
Standard Vanguard

Conversions kits available for:—
Vauxhall Velox and Wyvern, Ford Zephyr and Consul. Concessionaires Messrs. G. E. Neville & Son Ltd., Mansfield, Notts. Austin Princess, Sheerline, A90 and A70. Concessionaires Messrs. Jensen Motors Ltd., W. Brom.

AUSTIN-HEALEY 100

The electrical controls used on the Overdrive have been developed by Joseph Lucas (Electrical) Ltd.

Enquiries to:
LAYCOCK ENGINEERING LTD.,
OVERDRIVE & TRANSMISSION SALES DIVISION,
WESTMINSTER BANK CHAMBERS, 16/17 HERTFORD ST., COVENTRY.
Phone: 64604

Laycock-de Normanville Overdrive

Manufactured by LAYCOCK ENGINEERING LTD., SHEFFIELD, 8. *Under exclusive licence from: Auto Transmissions Ltd., Coventry.*

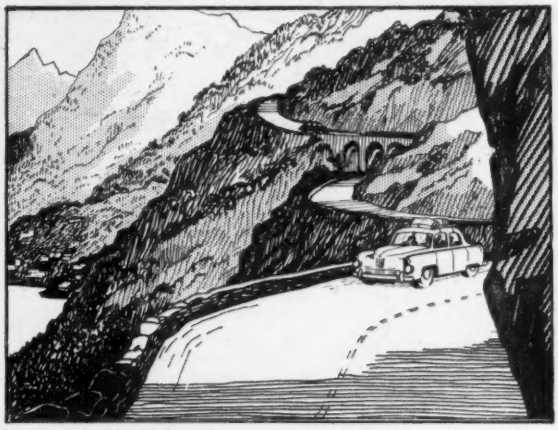
LAYCOCK ENGINEERING LTD · VICTORIA WORKS · MILLHOUSES · SHEFFIELD 8

FROM OXFORD

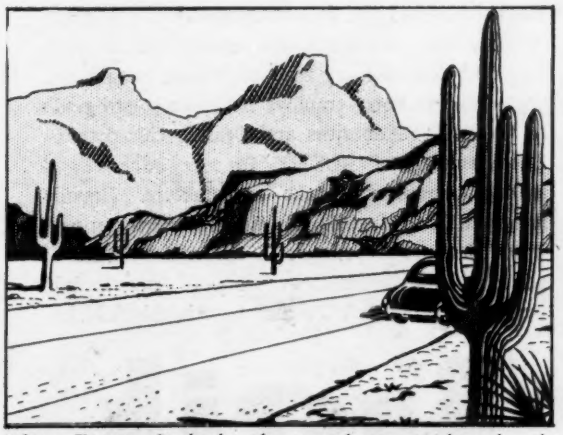
to the highways of the world

Oxford is both old and young. Rich-grained in tradition, modern in industry: age-mellowed and beautiful yet proud of the important part it plays in maintaining British supremacy in engineering. From Oxford to the highways of the world . . . famous British cars *with bodywork by Pressed Steel Company Limited.*

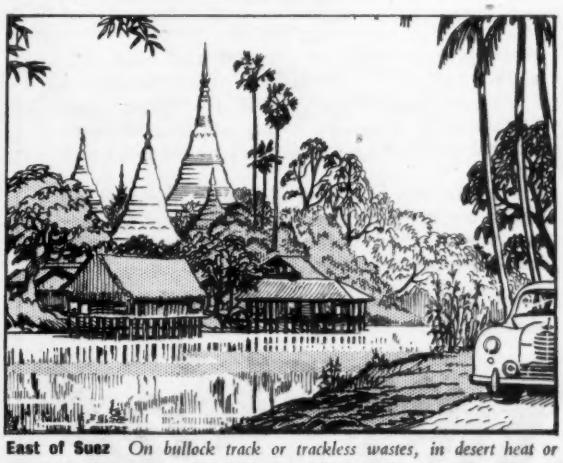
Town and Country *Through the heart of England — age-old towns, moorland, open country — cars stream along the Queen's Highway. The majority has Pressed Steel bodywork.*



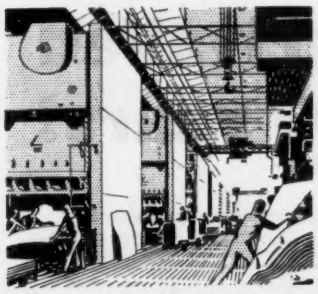
Route to Monte Carlo *From the snows of the Alps to the S-bends of the Cote d'Azur . . . proving-ground for British dependability and the strength of Pressed Steel bodywork.*



Arizona Fly-way *Sagebrush and cactus and arrow-straight roads under the blazing sun. Pressed Steel bodywork is built to withstand the rigours of such fierce and relentless motoring.*



East of Suez *On bullock track or trackless wastes, in desert heat or monsoon rains, Pressed Steel bodywork adds strength to the supremacy of British car production.*



Pressed Steel Company Limited is proud to be associated not only with many of the greatest names in the British automobile industry, including Austin, Daimler, Hillman, Humber, Jaguar, Morris, Morris Commercial, M.G., Riley, Rover, Singer and Wolseley, but with other manufacturers yet to achieve world renown.

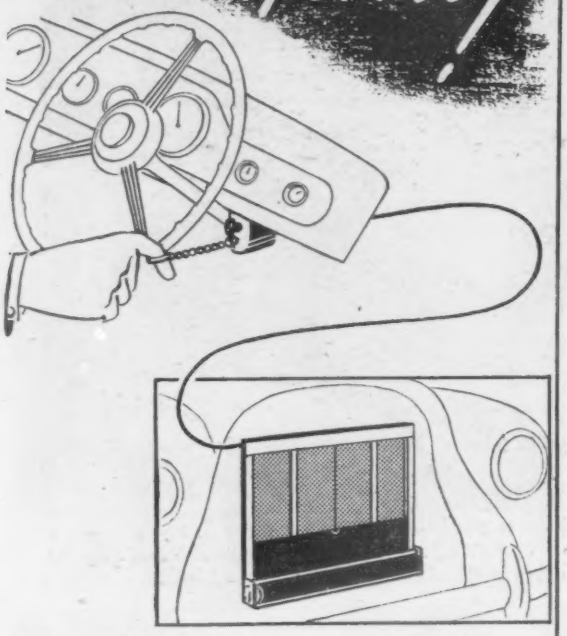
PRESSED STEEL COMPANY LIMITED

Britain's largest Independent Manufacturers of

CAR BODIES

Factories: COWLEY, OXFORD · THEALE, BERKSHIRE · LINWOOD, SCOTLAND
Head Office: COWLEY · *London Office:* SCEPTRE HOUSE, 169 REGENT STREET, W.1
MANUFACTURERS ALSO OF PRESTCOLD REFRIGERATORS, STEEL RAILWAY WAGONS, AGRICULTURAL IMPLEMENTS AND PRESSINGS OF ALL TYPES

NOW . . . even easier to fit and operate!



Most engines tend to run on the cool side under NORMAL conditions, that is why a Radiator Blind is a MUST in Winter *and Summer*, to provide nicety of temperature control under ALL conditions on cars old and new.
The improved Imperial Radiator Blind, fitted under the grille, is now even easier and quieter to operate than before, having several new anti-friction features.

Over 200 Models, from 60/- to 85/- each. Ask at your Garage! Or write direct.

Imperial

dashboard-controlled

RADIATOR BLINDS

By the Makers of
Imperial Seat Covers, Imperial Car Polish

BROADFIELDS GARAGE & ENGINEERING CO. LTD.

Wharf Road, Ponders End, Middx. Tel: Howard 3191/2/3/4

WhiteAd 3000

394 m.p.h.

The Land Speed Record was set up by the late John Cobb on 16th Sept. 1947 with a speed of 394.2 miles per hour.

Still unbroken after 7 years!

For the perfect bond that offers astonishing strength plus necessary resilience; for sealing against wind, wet, and dust in every kind of climate imaginable, the Motor Industry employs the appropriate grade of 'BOSTIK' Adhesives and Sealing Compounds. There is a grade of 'BOSTIK' for every adhesive and sealing operation in car manufacture. Equally important is the fact that its manufacturers can pick upon 20 years' experience in the vital business of adhesion and sealing. A team of experts will tackle any problem YOU may have in this field.

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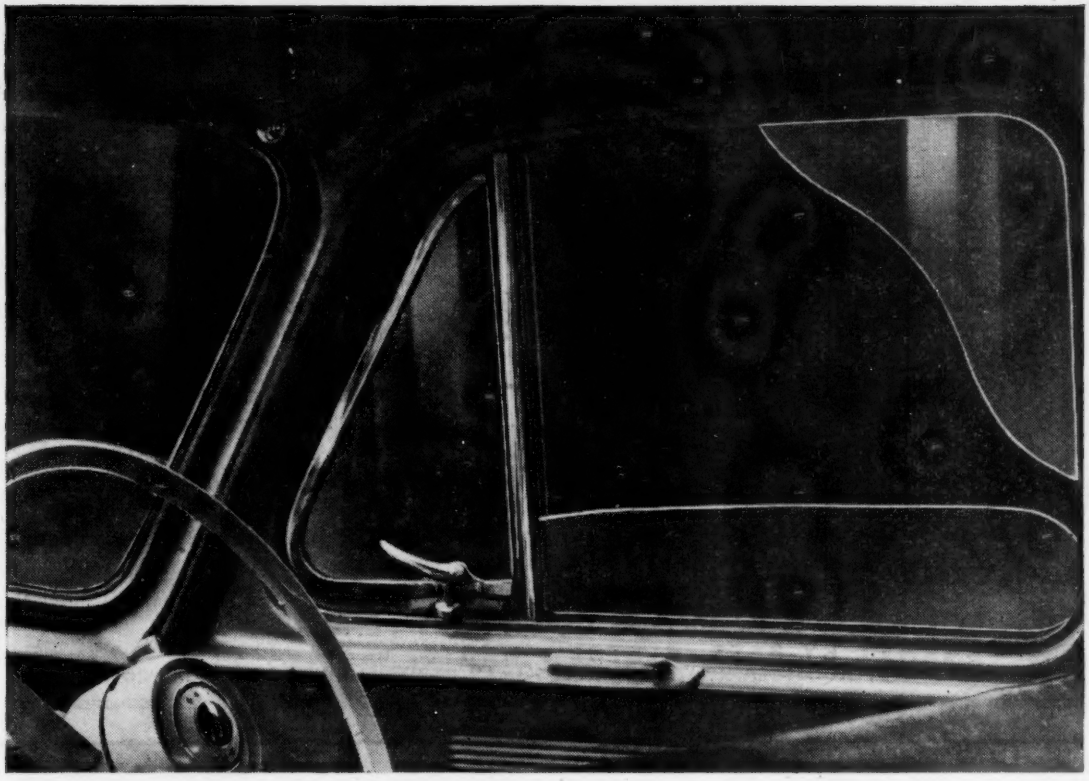
Adhesive & Sealing Compounds

Still unrivalled after 20 years!

'BOSTIK' is the registered trademark of the sole manufacturers:
B. B. CHEMICAL CO. LTD., ULVERSCROFT ROAD, LEICESTER



Notice anything unusual about this window?

WHAT'S THAT IN THE TOP RIGHT-HAND CORNER?

A positive means of preventing draughts to the driver and all passengers! Also prevents rain from entering when windows are open • Windbreaks are fitted as standard to all Fiat cars and are made (under licence) exclusively by us in this country • Available for fitting to Austin A40; Hillman 1950/4; Ford Consul & Zephyr; Standard Vanguard; Rover 1951/4 and Vauxhalls 1951/4 • Windbreaks are easily fitted. Buy them from your local garage, or send a cheque or P.O. direct to us.

CLEAREX **WINDBREAKS** BANISH DRAUGHTS

Price **21/6** *per pair.*

CLEAREX PRODUCTS LTD., HEATHER PARK DRIVE, WEMBLEY

The freedom of the countryside FOR YOU!

The comfort and convenience of any one of the well-built modern caravans distributed by London Caravan Company must be seen to be believed. No hard living or severely restricted movement here! Come to Elstree or Birchington and see these compact, beautifully appointed mobile homes that free you from dingy cities and towns—that cut three-quarters of the drudgery of housework—that give you the freedom of the seaside and countryside.

If you cannot call, please write or 'phone for full information—*NOW!*

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** Excellent hire-purchase facilities * R.A.C. Approved sites * Complete maintenance service and accessories department * Open 9 a.m. until dusk every day*

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ADHESIVES AND COMPOUNDS

BOTH RUBBER AND LATEX

For all purposes in Motor Upholstery.

As supplied to Austin Motor Co., Ltd.

ESTABLISHED NEARLY FORTY YEARS

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ROZALEX

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The service devoted entirely to the problems of occupational dermatitis for 25 years

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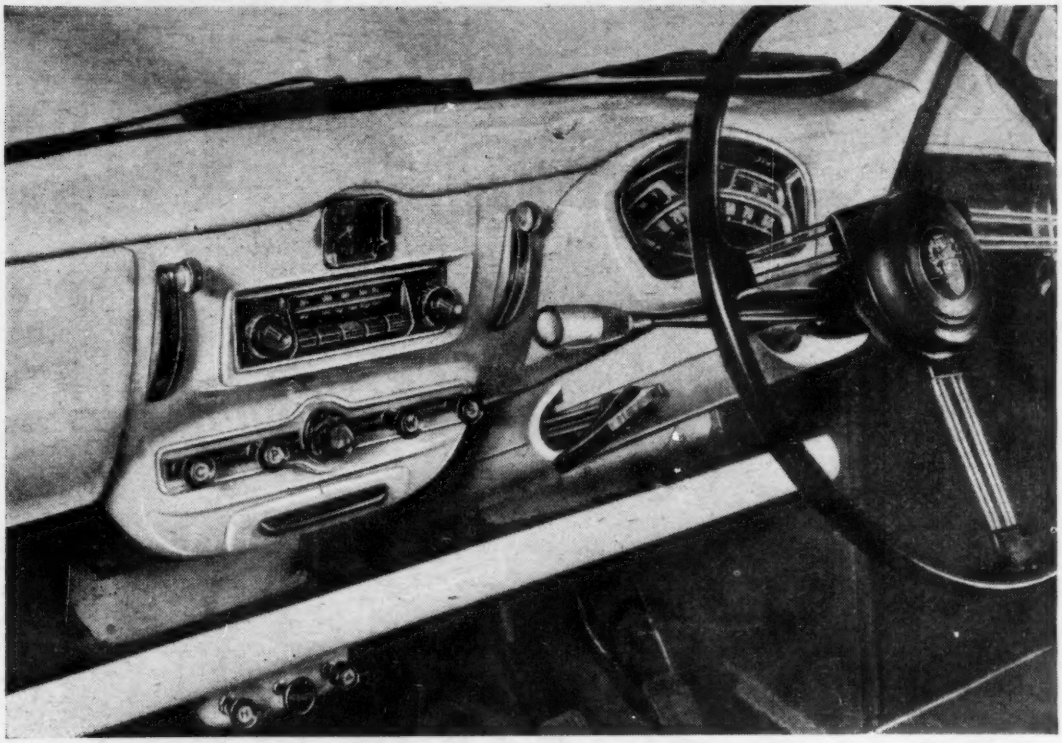
Largest suppliers of complete Pipe Assemblies to the Motor Industry

EWARTS LIMITED DUDLEY

EWARTS LTD. DUDLEY

FOR THE NEWEST AUSTIN–



instruments in the modern manner

Instruments by Smiths take their place with assurance on the handsome dashboard of the new Austin A.40-A.50 Cambridge Saloon. Their traditional virtues of accuracy and reliability and the wholly modern grace of their appearance have earned a place for Smiths Instruments not only in this fine newcomer to the Austin range but also in every other post-war Austin car.

SMITHS CAR HEATERS
SMITHS JACKING
BLUECOL ANTI-FREEZE
K.L.G. PLUGS
PETRO-FLEX TUBING
CAR BATTERIES

SMITHS INSTRUMENTS

SMITHS *accessories for better motoring*

SMITHS MOTOR ACCESSORIES LIMITED, CRICKLEWOOD WORKS, LONDON, N.W.2 ; THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LTD.

C 1147

TERRY'S AERO VALVE SPRINGS

are fitted to the new

AUSTIN A40 - A50 CAMBRIDGE

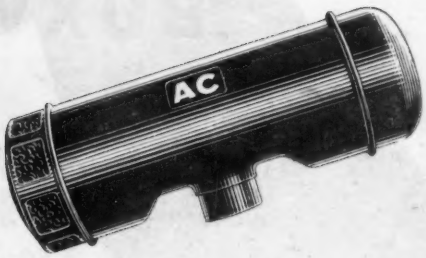
for high performance and reliability

HERBERT TERRY & SONS LTD., REDDITCH, ENGLAND

P69

Chosen again!

NEW Austin
A40/A50 Cambridge
fits these . . .



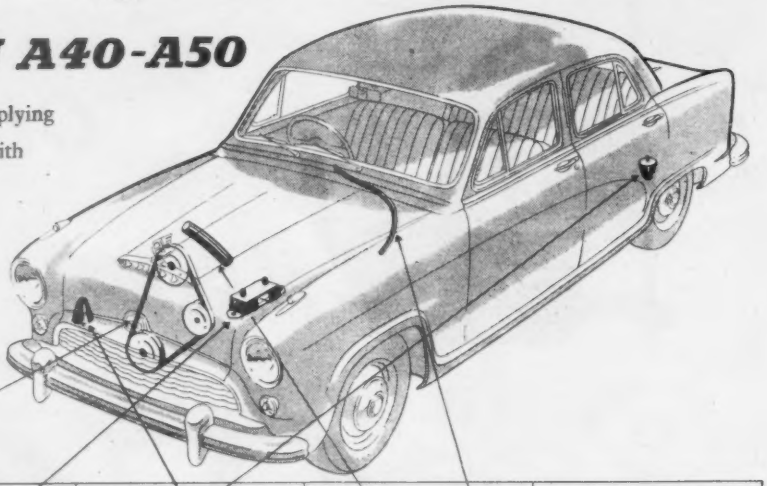
AC QUALITY PRODUCTS

AC-DELCO DIVISION OF GENERAL MOTORS LTD., Dunstable & Southampton

BTR engineers in rubber

and the AUSTIN A40-A50

British Tyre & Rubber Co. Ltd., in supplying the new Austin A.40-A.50 Cambridge with fan and dynamo belts, radiator and car-heater hoses, spring and axle bumpers, engine mountings, tensioner rings, seals, washers and mouldings of all descriptions, cordially and confidently wish it every success.



BRITISH TYRE & RUBBER Co. Ltd. Herga House, Vincent Square, London, S.W.1
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BRITANNIA WIRE WORKS CO., LTD

of

BUXWORTH

Are pleased to announce that their Springing is again incorporated in the seating of the new CAMBRIDGE A40 and A50.

Head Office:
Britannia Mills,
Buxworth, Nr. Stockport.
Tel: Whaley Bridge 204/8.

Birmingham Branch and Office:
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49 Frederick St.,
Birmingham. 1.
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The NEW
AUSTIN
A40 - A50
CAMBRIDGE

is of course
fitted with
DEPENDABLE
FULL FIRING
CHAMPION
SPARK PLUGS

5/- each

* The *ONLY* Plugs fitted as standard equipment to all products of the British Motor Corporation, AUSTIN, MORRIS, WOLSELEY, RILEY, M.G., MORRIS-COMMERCIAL and NUFFIELD UNIVERSAL TRACTOR.

KAR-VEL CARPET

IS FITTED IN THE NEW

AUSTIN
A40-A50 CAMBRIDGE

•

MANUFACTURED BY

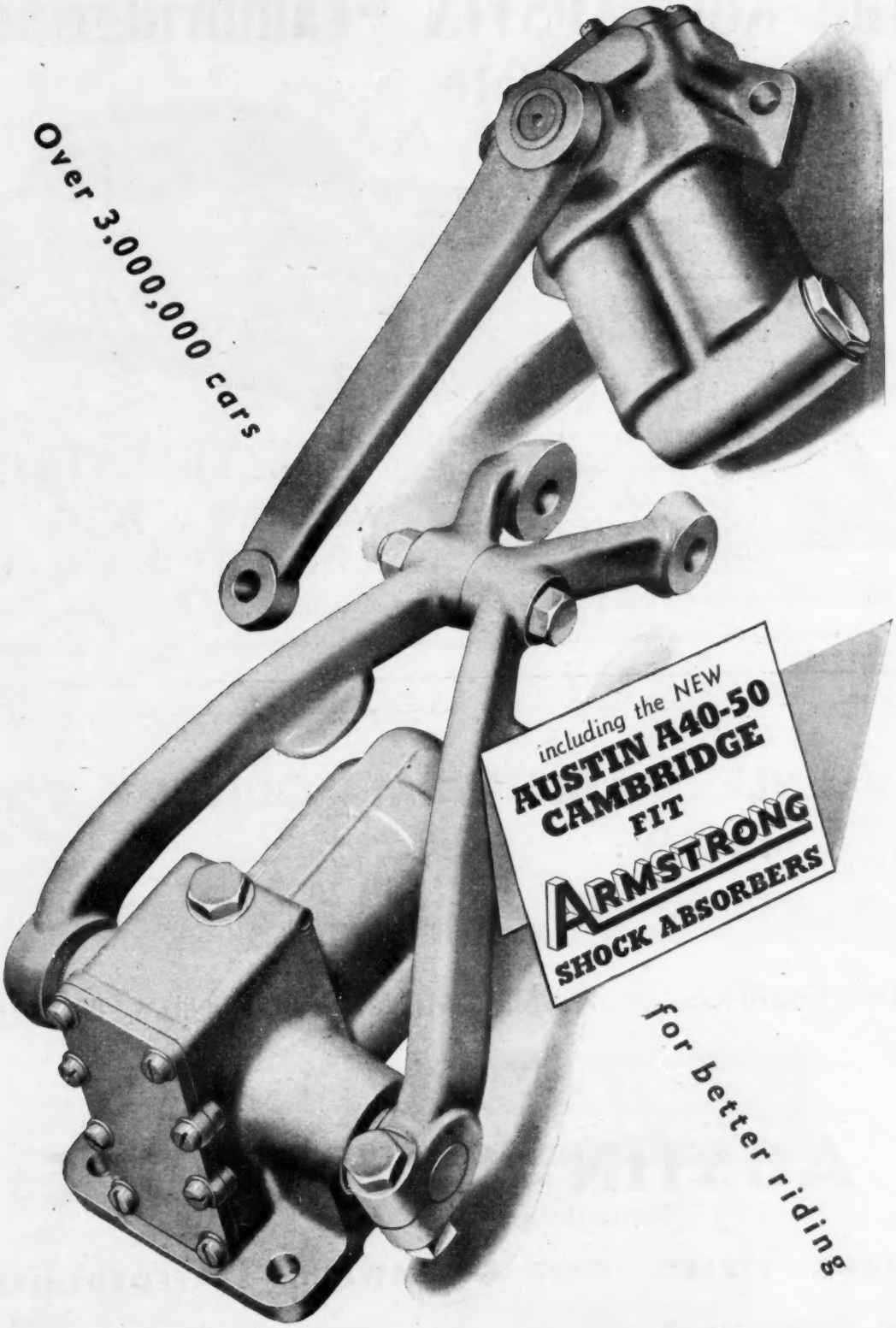
JOHN CROSSLEY & SONS LTD · DEAN CLOUGH MILLS · HALIFAX

TRU-WEL supply vital tube for New A40-A50 CAMBRIDGE

Tube Products Ltd., the largest suppliers of Electric Resistance Welded tubes to the British motor industry, are responsible for the exhaust pipes in the new A40-A50 Cambridge.

Motor manufacturers have depended on Tru-Wel Tubes for over 25 years, and know by experience that they come up to specification in every respect.

TUBE PRODUCTS LTD., OLDBURY, BIRMINGHAM
A COMPANY



ARMSTRONG PATENTS COMPANY LIMITED · BEVERLEY and YORK

C.B. D1728.

The New AUSTIN "Cambridge"

and its immediate success is

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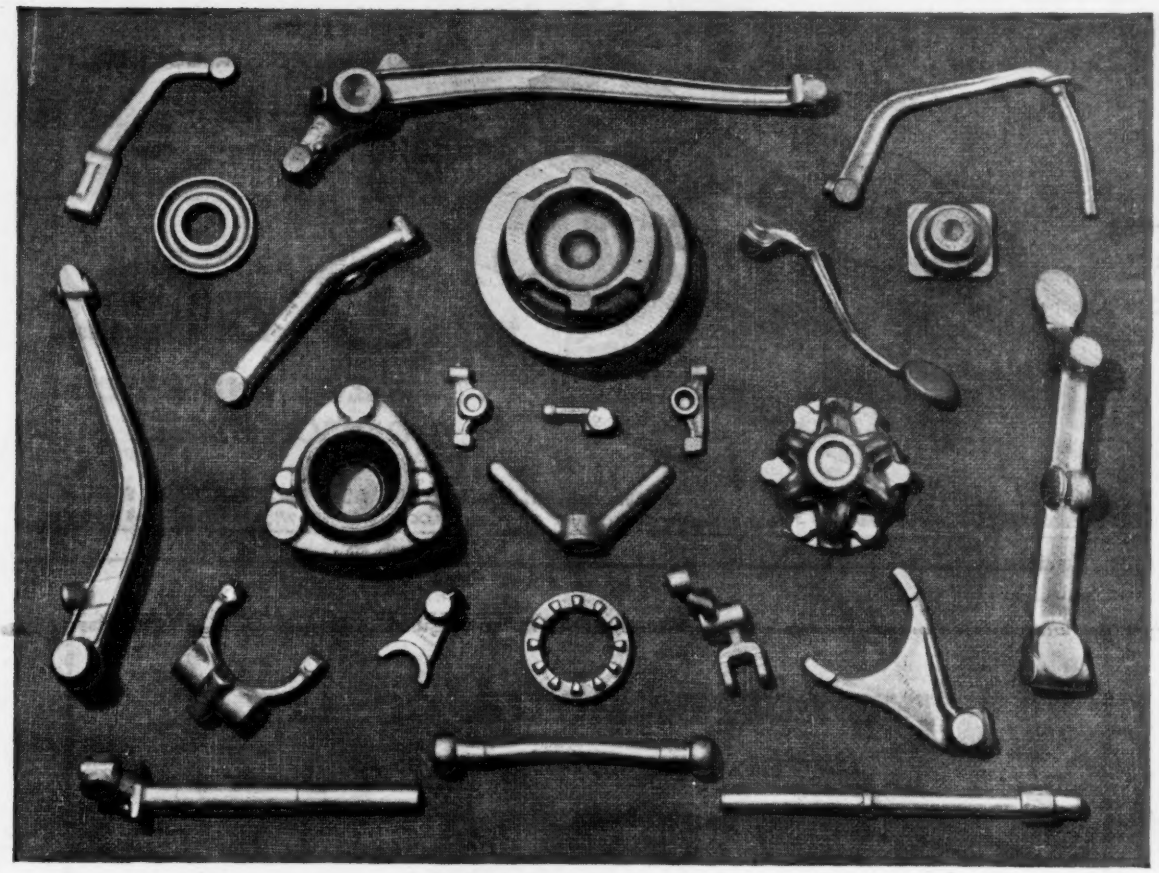

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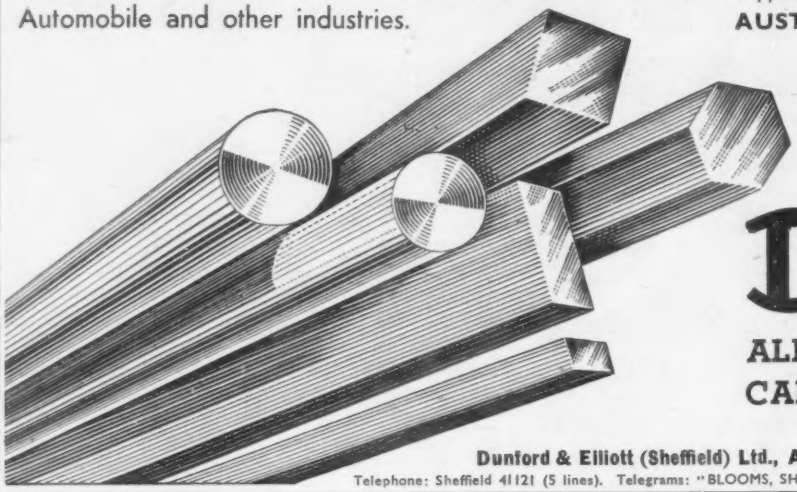

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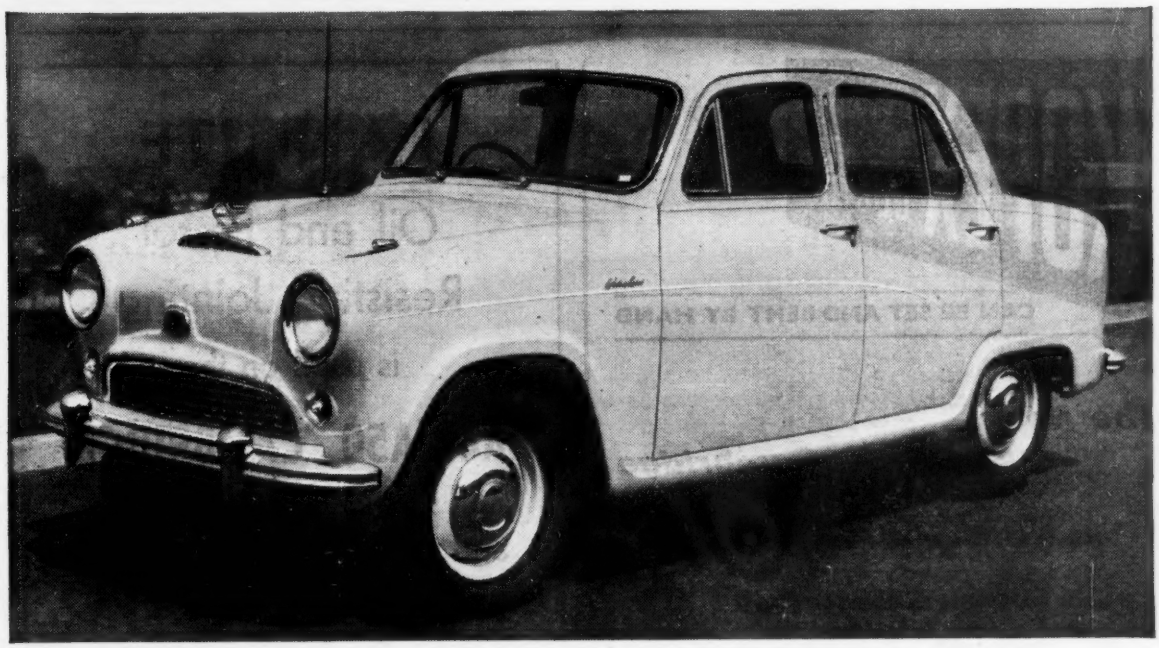

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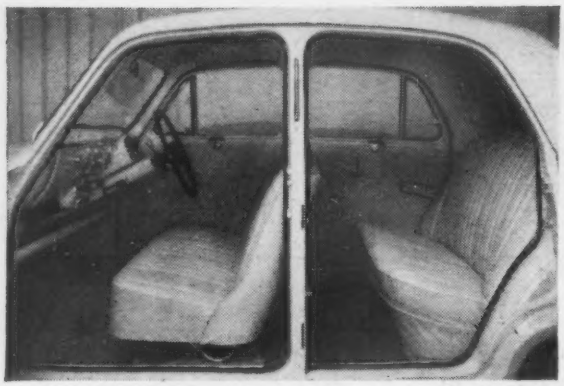

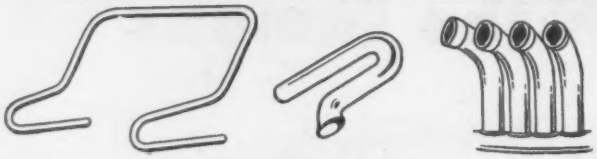

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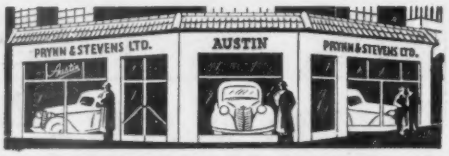

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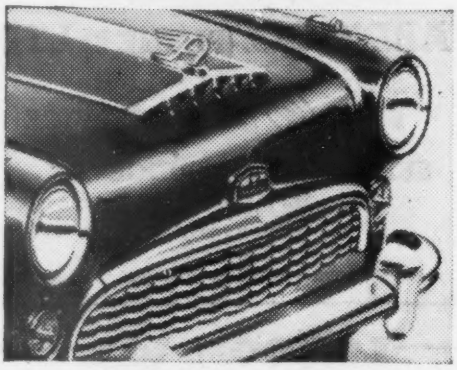

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The Autocar
FOUNDED 1895

No. 3070 *Friday, 1 October 1954* Vol. 101

Barometer of Danger

THE 1953 statistical analysis of road accidents for the Metropolitan Police district of London makes sombre reading, for the all-round increase in casualties is significant, and is one which must be expected elsewhere as congestion increases. In this respect, London is a fateful barometer for the rest of the country. But the student of such matters—as opposed to the crank who fulminates against his pet aversion on the road—is forced to ask if enough is done in the big cities, quite apart from road-making (or lack of it) to reduce risks.

The answer is plainly no, for several quite obvious methods of improving road safety in the cities continue to be neglected. Casualties are inflicted in great number on pedestrians, and a sad corollary to that fact is that the increase in death and injury to London child pedestrians in 1953 over 1952 was 12.7 per cent. Yet the roads swarm with children going to school at nine o'clock each morning, just when the peak rush of traffic is at its highest. By any standards, to encourage this is dangerous lunacy. Moreover, the shops and big stores of the cities discharge their customers and youthful staffs headlong into the evening streets at a similar peak hour. If they could be persuaded to stagger hours more sensibly, this supply of the victims for road accidents would be checked, and, in addition, some of the business and factory personnel would do the shopping which must now mostly be concentrated on Saturdays. "The worst day of the week for road casualties generally was Saturday," says the police summary of the London analysis.

The report emphasizes once again, by implication, the necessity to segregate the very vulnerable road users—pedestrians—from vehicles. The method of segregation is simple and cheap by comparison with most road measures—pedestrian railings. Why, in this dangerous age, are these confined to the odd fifty yards of kerb on "black spot" corners?

Frost Warning

FOR the next week or two, the early morning may hold treachery behind its sunny smile, for this is a season of clear morning skies and lengthening nights. As a result, the warm air that lies near the ground during the day is permitted to escape by the absence of clouds and a sharp drop of ground temperature results; at the same time, the wide temperature variations between night and day result in heavy condensation, and a surface of damp on the road can be transformed for half an hour around sunrise into an ice or frost patch on which tyres may lose adhesion if the driver has no warning of what to expect. Such patches are all the more surprising to the driver because the air lacks the cold, hard iciness of real winter. Moreover, the degree of treachery can vary within a mile or so of road, damp in one place being changed to ice by a hundred feet of altitude, or by a change in the subsoil from well to ill drained.

In such conditions it behoves the early motorist to keep an extra sharp watch on the road surface, something which, for his own good, he should always do to a greater or less degree. If ice is suspected, he should remember that danger is introduced in a straight stretch only if there is a severe camber, or by obstacles that call for movement of the steering wheel or braking; it is sufficient on a clear road, therefore, to reduce speed drastically only on the corners, unless there is a known possibility that heavy braking will be demanded, as might happen if a concealed turning suddenly discharged a car.

Not much is known about adhesion between tyres and ice, although winter sporting drivers—notably in the Monte Carlo Rally—have found surprising variations between tread and tread. Research into such matters is not likely to be intensive in this country, for obvious reasons. And yet conditions are at their most treacherous here because of their uncertainty; in a Continental climate the winter "sets in," with iced-up roads and snow, and stays that way in some parts until the spring thaw takes place. In such conditions the motorist knows where he slides.

750 c.c. . . . 92.2 m.p.g.

The author achieved a very creditable m.p.g. in this year's fuel economy contest organized by the Cheltenham Motor Club. The competition was organized with great care, and here is seen the device, with an auxiliary electric fuel pump, used for the precise replenishment of petrol at controls.

Lt. Col. C. J. H. Lucy, T.D., A.I.R.T.E., A.M.I.B.A.E., of Upton-on-Severn, Worcestershire, tells how he and his partner and co-driver, Miss Nancy Jevons, T.D., prepared a Renault 750 for the Cheltenham Motor Club's fuel economy contest in June this year. Their car recorded the best miles-per-gallon figure of 92.2, and was placed fourth with a ton-m.p.g. figure of 82, compared with the winner, a Simca Aronde, which obtained an average of 70.8 m.p.g. and 90 ton-m.p.g. In 1953 Lt. Col. Lucy scored 78.4 m.p.g. in a Renault.

THOUGH my partner and I had been successful in putting up fair figures in fuel economy contests in the past, we decided this year that our Renault 750 was getting a bit long in the tooth for the Cheltenham Club's frolic—it was born in 1949 and would be up against several factory cars. Renault kindly lent us one of the works demonstration cars which had done some 6,000 miles. It came straight from its normal job, leaving us only a few days to get it shipshape before the contest. We went into conference with our foreman, Tom Lewis, and the combined result was an actual petrol consumption of 92.2 m.p.g. for 600 miles through normal traffic at an average of 30 m.p.h.

This year a new formula was used for arriving at the winner to give the bigger cars, including diesels, an equal chance with the "little 'uns." The formula was that each car could carry up to 750 lb of passengers, kit and ballast, over its catalogue dry weight. If the total was less than a ton, the resulting fraction was used to multiply the m.p.g. figure, giving a result less than the actual m.p.g. If the total was more than a ton, the resulting figure would be more than the actual m.p.g. This formula accentuated our problem, as our dry weight was only 11 cwt, giving, with the 750 lb ballast, a total of 1,982 lb, so that our ton-m.p.g. figure would be about 10 per cent less than the m.p.g. figure.

Our main enemies were frictional losses, and the necessity was to use as little fuel as possible while maintaining performance and standard design.

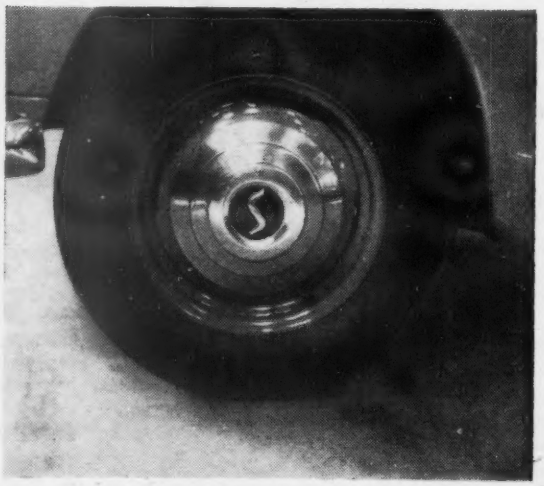
The tyres we inflated to 50 lb all round, which seemed ideal for the standard Michelins, as the three longitudinal zig-zags were in contact with the road, giving the effect of a smooth tyre, while the "teeth" were just clear, but would come into action on fast corners. We found this gave much easier rolling but not, of course, such a comfortable ride as the usual 16 lb and 24 lb.

Viscosity Compromise

The next obvious place to reduce friction was in the combined gear box and rear axle, so we refilled with Essolube 20 oil—we did not think it advisable to use a lighter oil in case the oil seals leaked. The wheel bearings seemed to run very freely so we decided not to touch them. To reduce oil drag in the engine we refilled with Esso S.A.E. 10 oil after flushing. This very thin oil does not appear as if it would stand up to hard use, but its lubricating value is excellent and it has been proved a great economizer in heavy vehicles.

Much power is lost in driving the rather large dynamo, and, therefore, we fitted a switch on the instrument board to cut out the field coil. We found that, with the battery well charged before starting, it was not necessary to charge the battery during the day or the first half of the night, but we had to charge it about 2 a.m. as the head lights started to dim a little, and we had to keep up the 30 m.p.h. average.

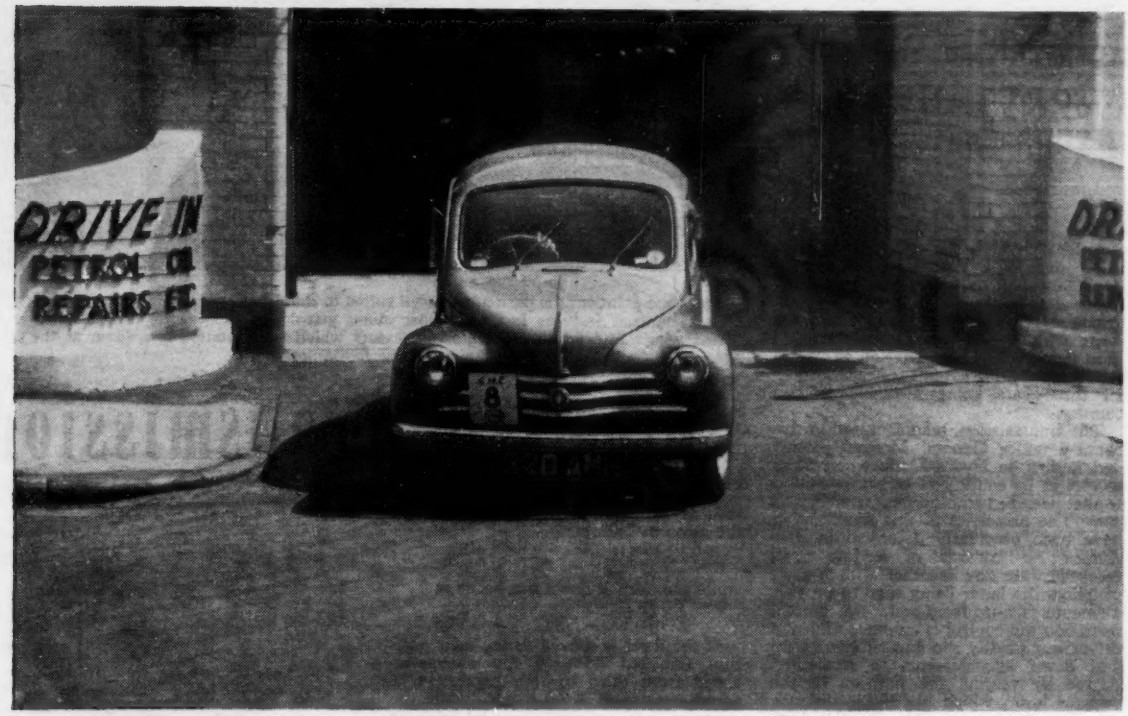
The ignition switch is rather difficult to operate frequently as it incorporates a car-locking device, so we fitted an ordinary foot dip switch on the instrument board, wired in



Tyre pressures play their part when special emphasis is placed on fuel economy. This is a tyre on a Simca in the Cheltenham M.C. contest; it can be seen that it has been inflated until it is very hard indeed.

PREPARATION FOR A FUEL ECONOMY CONTEST

By Lt. Col. C. J. H. LUCY, T.D., A.I.R.T.E., A.M.I.B.A.E.



The author's little 750 Renault, which recorded 92.2 m.p.g. in the contest. The competition was based on m.p.g. and weight, the winner being the Simca of Gordon Wilkins, but the Renault was comfortably ahead of other competitors on m.p.g. alone.

series with the ignition switch and operated by the palm of the hand. This enabled us to switch the engine off and on quickly when freewheeling.

We had considered fitting an extra air inlet in the induction manifold, controlled from the instrument panel, but this was not permitted and, in any case, would have been dangerous, as we may well have burnt the valves, even in 600 miles, and had to limp home.

The engine was given a real decarbonizing. This consisted of cleaning the combustion chambers thoroughly, and making the manifold ports fit the inlet and exhaust ports exactly—there is often a ridge on each, and, for good performance, free entry and exit of the gases are essential. The whole was then polished with metal polish and the valves ground in properly. We tested the valve seats by leaving paraffin in them overnight, and we were not satisfied until none leaked through. It was much more than a normal "decoke," as it took two whole days for two skilled men and obviously would not normally be an economic proposition for either the motor trade or the owner.

The next problem was solved for us—a manifold thermostat is fitted to the Renault engine, and the latest models are equipped with a radiator blind operated by the driver, and a radiator thermometer, as standard fittings, enabling the heat of the water to be conveniently regulated. Quick warming of the engine and maintenance of the temperature at 85 or 90 deg Centigrade are important for efficient and economical running. In the contest we found it necessary to have the blind up most of the time, owing to the loss of heat when freewheeling, but it had to come down a little in the Welsh mountains.

We fitted slightly smaller jets and a larger choke in the standard Solex carburettor, but did not cut it down too much owing to the necessity to maintain performance. This proved sound, as we did not change down a dozen times in the whole trip and maintained our 30 m.p.h. average easily.

As the mixture had been weakened, a larger spark was required, so we opened the plug gap to 40 thou and fitted a sports coil. We used Esso mixture fuel as specified for the contest and found that it gave good performance.

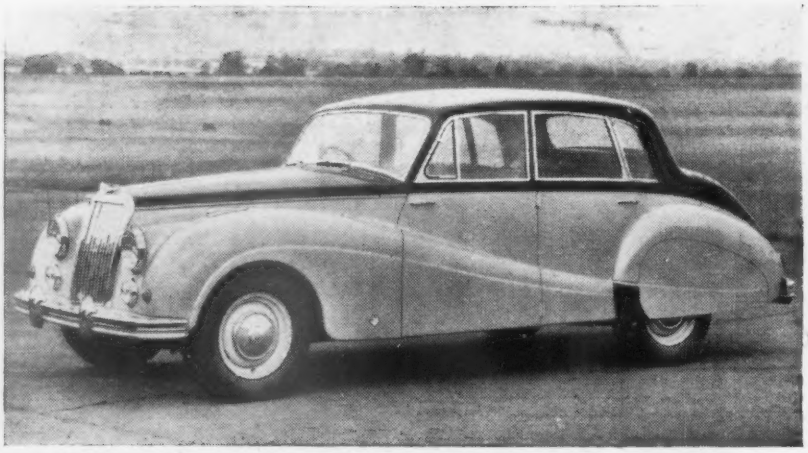
Engine Condition

To the ordinary motorist who is trying to drive as economically as possible, I would emphasize that his engine must be kept in tip-top running order. A proper top overhaul will pay him much better in this respect than the cheaper decarbonization. A stiff, new engine will not give such good results as one which has been well run in, and a worn engine naturally will be a source of waste.

The engine must be kept well warmed to produce the greatest efficiency, to put the energy of the fuel to the greatest use, and hence use less fuel for a given amount of work. Adjustments to the carburettor should not be allowed to produce too weak a mixture, as this will give rise to burnt valves. Some experiment could be made on tyre pressures. Higher pressures help economy, but do not give as much comfort. Probably the most can be achieved by quiet driving. By that I do not mean slow driving, but the avoidance of unnecessary acceleration and braking. This can be very boring, but it can certainly cut the fuel bill.

NEW CARS DESCRIBED

ARMSTRONG SIDDELEY ADOPT AMERICAN HYDRA-MATIC SYSTEM



Two-tone paintwork is particularly well suited to the Armstrong Siddeley body style. New external features include rubber stone guards on the leading edges of the rear wings, and flashing direction indicators which are mounted low down at the sides of the fog lamps.

Automatic Transmission

ALTHOUGH the external appearance of the Armstrong Siddeleys for 1955 is unchanged except for minor details, the range of two six-light saloons—one with synchromesh and the other with a preselector gear box—has been increased by the inclusion of a third model fitted with automatic transmission, all three cars being available in this country.

The transmission, manufactured in this country under General Motors' patents and known as Hydra-Matic when fitted to cars in its country of origin, is similar to that used in two other makes of British car. The principles of this transmission have been previously described in *The Autocar*; it consists of a four-speed epicyclic gear box together with a fluid coupling, the latter being used to provide a smooth take-up from rest. For normal operation the control is automatic but the driver can modify the normal change up and down arrangements to a limited degree by varying the position of the selector lever, which has five positions: from top to bottom of the "gate" these are neutral, normal, fast, fixed second, and reverse. These correspond to the perhaps more familiar American terms of neutral, drive range, third, low range, and reverse.

For normal driving the lever is placed in the position bearing that label, and as the throttle is opened the car accelerates in first gear; as the road speed increases it automatically changes up through the gears until it is in top. The change-up speeds can be varied according to the throttle position, providing a range for the gears as follows:

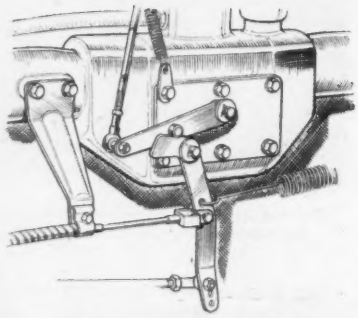
1st to 2nd	8 to 15 m.p.h.
2nd to 3rd	11 to 30 m.p.h.
3rd to Top	20 to 64 m.p.h.

while the change down can occur at

Top to 3rd	14 m.p.h.
3rd to 2nd	8 m.p.h.
2nd to 1st	4 m.p.h.

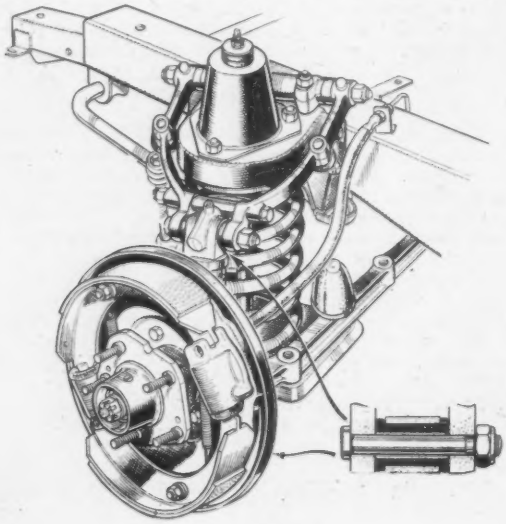
If the lever is moved to the next position (labelled "Fast") the change-up speed from third to top, regardless of throttle position, is 64 m.p.h., while the next notch limits the ratios available to first and second gear, and limits the speed of the car to 35 m.p.h., corresponding to 4,580 r.p.m.

With any car fitted with a transmission providing automatic take-up as the engine speed increases, it greatly assists driving and manœuvring in confined spaces if there is a progressive ratio on the throttle pedal, and a new cam action arrangement is fitted to the Armstrong Siddeley which provides a variable ratio between the pedal and butterfly valve, so that a relatively large movement of the pedal is required to open the throttle a very small amount initially, the required movement becoming progressively less the more the pedal is depressed.



To assist the driver when manœuvring in a confined space, a cam type progressive throttle linkage is used.

Perhaps the most important chassis modification is to the brake system, which now utilizes a vacuum servo in conjunction with 12in diameter brakes having two-trailing shoes at the front and leading and trailing shoes at the rear; the object of using two-trailing shoes is to obtain a brake that is less susceptible to a loss of efficiency or balance under arduous operating conditions.



Rubber bushes are used for the outer wishbone bearings of the suspension: brakes have two-trailing shoes in front.

The independent front suspension, by upper and lower wishbones trailing at an angle of 25 deg, has been modified in detail to reduce routine maintenance, and rubber bushes are now used for both upper and lower outer wishbone fulcrum bearings.

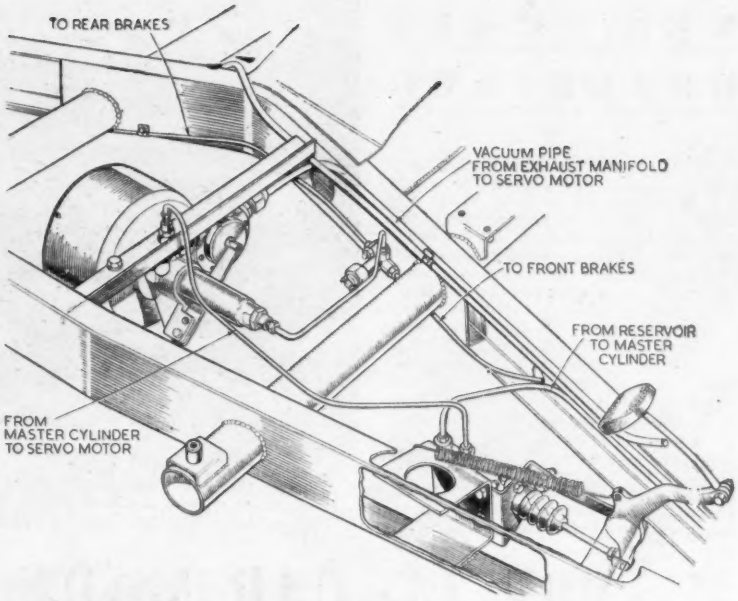
The 3.4-litre six-cylinder "square" engine continues virtually unchanged. This unit has hemispherical combustion chambers and inclined valves operated by a single side camshaft mounted high up on the right-hand side of the block, the valves being operated by push rods and rockers. There are two rocker shafts running parallel to the centre line of the engine, and the exhaust valve push rods are longer than those used to operate the inlet valves, and run diagonally across the engine; this arrangement eliminates the need for twin camshafts.

Minor modifications to the engine

include the use of a five-blade fan—a seven-blade one is also available for export models if required—and this, together with the dynamo and water pump, is driven by a new narrow-section fan belt. The bulb for the water temperature gauge, previously in the top of the radiator header tank, has been replaced by an electrical unit housed in the top of the water pump at the point where the hot water leaves the cylinder head; by placing it in this position the possibility of obtaining a false reading owing to a drop in water level in the radiator header tank is eliminated. The standard engine with a single carburettor develops 125 b.h.p. at 4,700 r.p.m., but on all models twin carburettors are available as an optional extra and their use increases the b.h.p. to 150 at 5,000 r.p.m.

Rubber stone guards are used on the leading edges of the rear wings, and semaphore direction indicators have been replaced by flashing units built into the front and rear of the car.

The interior is very neatly finished and there is an abundance of polished hardwood. The layout of the facia has been rearranged and includes larger-



The vacuum servo motor used to energize the brakes is mounted behind the master cylinder and between the frame members.

for Sapphire

diameter instrument units. A group of four warning lights is placed between the instruments and below the clock, and these indicate to the driver that the choke is in operation, that he has forgotten to release the handbrake, that the direction indicators are working, and that the head lamp main beam is switched on. All these warning lights show red.

SPECIFICATION

Engine.—6 cyl, 90×90 mm, 3,435 c.c. Compression ratio 7 to 1. 125 b.h.p. at 4,700 r.p.m. Maximum torque 182 lb ft at 2,000 r.p.m. Twin carburettor engine, 150 b.h.p. at 5,000 r.p.m. Maximum torque 194 lb ft at 2,000 r.p.m. Four-bearing crankshaft. Hemispherical combustion chambers. Inclined valves operated by single side camshaft, push rods and rockers.

Transmission.—Synchromesh: 10in diameter dry single-plate clutch. **Gear box:** Overall ratios, top 4.091; third 5.81; second 8.55; first 12.8 to 1. Reverse 13.54 to 1. Synchromesh on all forward ratios. **Preselector gear box:** 9½in diameter dry single-plate centrifugally operated clutch. Overall ratios, top 4.091; third 5.564; second 8.153; first 13.909 to 1. Reverse 19.473 to 1. **Automatic transmission:** Fluid coupling and four-speed planetary gear box. Overall ratios, top 4.091; third 5.932; second 10.776; first 15.625 to 1. Reverse 17.609 to 1.

Final Drive.—Hypoid axle (11:45). Ratio 4.091 to 1. Two-pinion differential.

Suspension.—Front, semi-trailing (25 deg). Wishbones, coil springs, telescopic dampers, anti-roll bar. Rear, half-elliptic leaf springs, telescopic dampers, anti-roll bar.

Brakes.—Girling vacuum servo assisted, hydraulically operated two-trailing shoe, front; leading and trailing shoe, rear. Drums: 12in diameter, 2¼in wide, front; 12in diameter, 2¼in wide, rear. Total lining area, 181 sq in (80 sq in front).

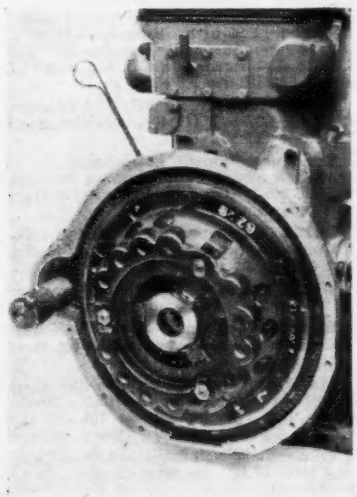
Steering.—Burman recirculating ball; ratio 22 to 1. Three turns from lock to lock.

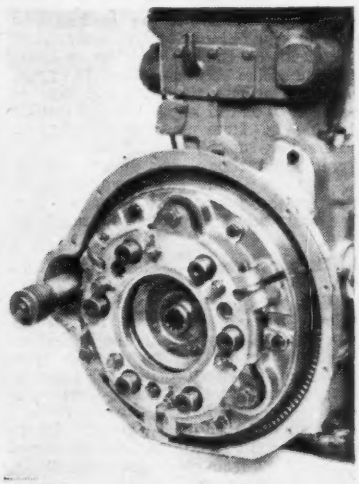
Wheels and Tyres.—6.70-16in tyres on 5.50×16in rims. Five-stud steel disc wheels.

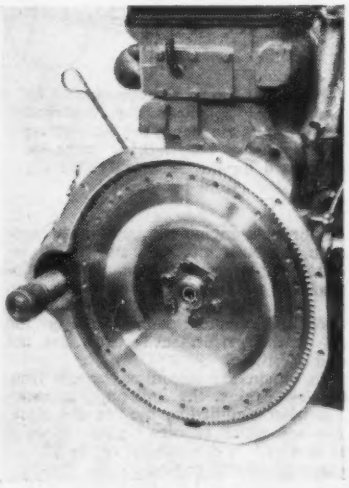
Electrical Equipment.—12-volt; 64 ampère-hour battery. Head lamps, single or double dip, 48-48 watt bulbs.

Fuel System.—16 gallon tank (including 1½ gallons reserve). Oil capacity 11 pints.

Main Dimensions.—Wheelbase 9ft 6in, track (front) 4ft 8⅜in, (rear) 4ft 9½in. Overall length, 16ft 1in. Width 6ft 0in. Height (unladen) 5ft 5½in. Ground clearance 8in. Frontal area 25.7 sq ft. Turning circle 42ft 0in. Weight (with 16 gallons fuel) 32¼ cwt. Weight distribution, 50 per cent front.







These three photographs show the alternative arrangements used to accommodate the three types of transmission. On the left can be seen the dry single-plate clutch for the synchromesh gear box, in the centre is the centrifugally operated clutch used in conjunction with the preselector gear box, and on the right is the flywheel to which is mounted the fluid coupling for the automatic transmission.

NEW CARS DESCRIBED

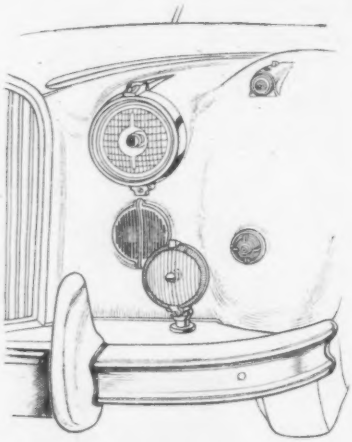
Although the main shape of the Mark VII Jaguar remains unchanged, the new arrangement of lights and horn grilles provides the car with an even more attractive appearance. Note the winking type direction indicators on the front wings.

M-TYPE JAGUAR MARK VII SALOON

INCREASED OUTPUT FOR XK ENGINE: MODIFIED CAMSHAFT

WITH delivery commencing today, Jaguar have introduced a new Type M 3½-litre Mark VII saloon, continuing the development of this fast car one stage further. The front and rear have undergone detail modifications and major improvements have been made to engine, transmission and suspension.

Output of the six-cylinder twin-overhead-camshaft XK engine has been increased from 160 b.h.p. at 5,200 r.p.m. to 190 b.h.p. at 5,600 r.p.m., a very creditable figure for an engine of its size, running on an 8 to 1 compression ratio. This power output increases the b.h.p. per ton laden figure (in Road Test trim) from 84.7 to almost 100. The extra 30 b.h.p. has been obtained by replacing the $\frac{5}{16}$in lift camshafts with others having $\frac{3}{8}$in lift, while breathing has been further improved by modifying the porting. To suit the new engine the ignition advance curve has been modified, and an oil insulated coil is included as standard equipment. In spite of the increase in output, the good response, together with high power and smooth running at the bottom end of the performance curve, has not been sacrificed.



Main head lamps are surrounded by substantial polished rims, and just below these are placed the flush-fitting horn grilles. External fog lamps are mounted on the valance behind the front bumper.

To obtain the maximum benefit from the new engine, the indirect gear ratios have been modified by the use of a close-ratio box which enables higher speeds to be obtained in the indirect ratios without over-revving the engine.

As in the past, three models are in production, having alternative types of transmission. As well as the close-ratio four-speed box there is a five-speed transmission with the aid of the Laycock-de Normanville overdrive unit; when this is used the axle ratio is raised from 4.27 to 4.55 to 1. And there is the Borg Warner automatic transmission.

The operation of the Borg Warner transmission was described in the February 27, 1953, issue of *The Autocar*, but for the M-type Jaguar this unit has been modified to provide improved acceleration from a standing start when in the "normal" drive range. It will be remembered that the Borg Warner transmission consists of a single-stage torque converter and a double train epicyclic gear box, which, together with the lock-up clutch for direct drive, provide three forward ratios. On the new Jaguar transmission the start from rest is made in low range, with automatic change to intermediate and direct top gear. The actual road speed at which the change occurs will depend upon loading and throttle position, and under conditions of light load the change from low to intermediate occurs between 10 and 12 m.p.h., and intermediate to direct top gear at between 20 and 22 m.p.h. At full throttle the change from low to intermediate occurs between 32 and 35 m.p.h., and from intermediate to direct top at 50 m.p.h. If the kick-down switch is operated the change up to direct gear does not occur below a speed of 65 m.p.h.

In Direct Drive

With the car in direct drive at speeds below 45 m.p.h., depressing the throttle (not far enough to operate the kick-down switch) causes a down change from direct top to intermediate range, but at speeds in excess of 45 m.p.h. it is necessary to operate the kick-down switch in order to effect a down change. Under closed throttle conditions the automatic change down from direct top to intermediate range occurs at 12 m.p.h.

There is no effective engine braking in drive range, although full engine braking is available when low range is selected. The ability to remain stationary on a hill in drive range without applying the brakes, provided that the engine was running, does not now apply.

In keeping with the improved engine performance, the suspension has been stiffened, the rate at the front wheel being 154 lb per in compared with 128 for the previous model. The dampers now incorporate improved valves and are designed to prevent frothing of the oil.

SPECIFICATION

Engine.—6 cyl, 83×106 mm, 3,442 c.c. Compression ratio 8 to 1. 190 b.h.p. at 5,600 r.p.m. Maximum torque 210 lb ft at 2,500 r.p.m.

Transmission.—Synchromesh Gear Box: Overall ratios: Top 4.27; third 5.17; second 7.47; first 12.73 to 1. Reverse 12.73 to 1. **Laycock-de Normanville Overdrive:** Overdrive 3.54 to 1. Top 4.55; third 5.5; second 7.96; first 13.56 to 1. Reverse 13.56 to 1. **Borg Warner Automatic Transmission:** Top 4.27 to 1. Intermediate Range 6.14-13.2 to 1. Low Range 9.86-21.2 to 1.

Final Drive.—Hypoid axle. Axle ratio: standard, 4.27 to 1 (11:47); overdrive model 4.55 to 1 (11:50).

Suspension.—Front, independent, wishbones and torsion bars; telescopic dampers, anti-roll bar. Rear, half-elliptic leaf springs, telescopic dampers.

Brakes.—Vacuum servo assisted, hydraulically operated, two-trailing shoe front; leading and trailing shoe rear.

Wheels and Tyres.—6.70-16in tyres on 5.5×16in rims. Five stud steel disc wheels.

Electrical Equipment.—12-volt; 64-ampère hour battery. Head lamps, single dip, 48-48 watt bulbs.

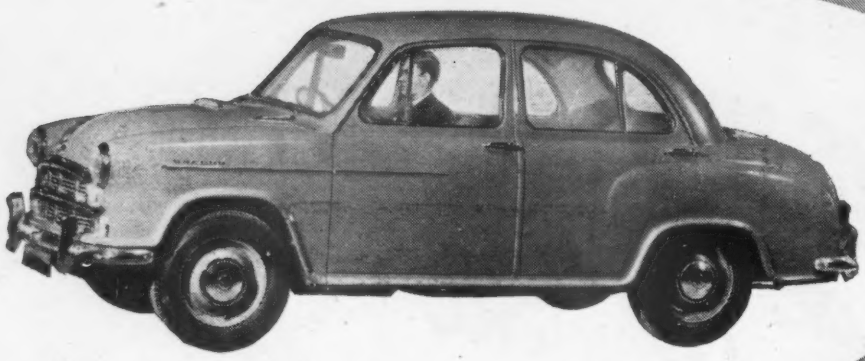
Main Dimensions.—Wheelbase 10ft. Track (front) 4ft 8½in; (rear) 4ft 10in. Overall length 16ft 4½in. Width 6ft 1in. Height 5ft 3in. Ground clearance 7½in.

Price.—Basic, with four-speed synchromesh gear box, £1,140; purchase tax £476 2s 6d; total £1,616 2s 6d. Overdrive model: basic, £1,185; purchase tax £494 17s 6d; total £1,679 17s 6d. Borg Warner automatic transmission model: basic £1,250; purchase tax £521 19s 2d; total £1,771 19s 2d.

VANDERVELL BEARINGS

VANDERVELL PRODUCTS LIMITED · WESTERN AVENUE · ACTON W·3 · LONDON

Smee's V 92

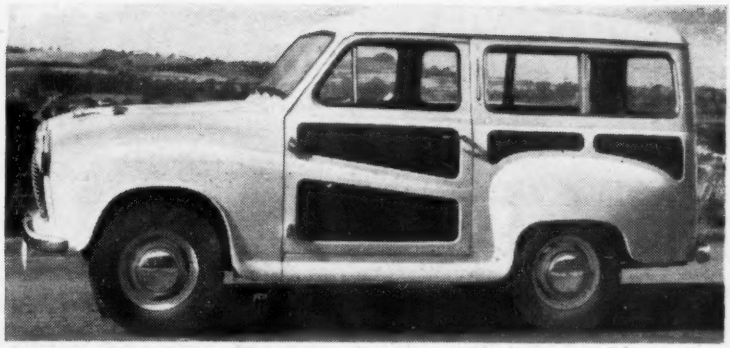


MORRIS RECOMMEND

CASTROL

for the *new Oxford* and
for every Morris ever made

NEWS and VIEWS



New version of the Austin A.30—the Countryman—which made its first appearance at the Commercial Motor Show, is offered ex works at £395 plus £165 14s 2d purchase tax, total £560 14s 2d. It offers comfortable transport for four adults and a large volume of luggage and, by simple adjustment of the rear seat, can be turned into a spacious, flat-floored, two-seater utility. Externally it resembles the A.30 Seven van, but has large sliding side windows and chromium trim.

Reflectors Day

TWIN red rear reflectors become compulsory fittings on all cars today—October 1. They must be fixed one on each side of the centre line, both at the same height of not more than 3ft 6in and not less than 1ft 3in above ground level; not less than 1ft 9in apart; not more than 1ft 4in from the edges of the car; and not more than 2ft 6in from the extreme rear, including a lowered tailboard or locker lid.

They must comply with the specified optical standards and dimensions—some of the reflectors which have been fitted to cars in the past fail to satisfy those requirements—and they must face squarely to the rear.

Cheaper in Paris

SOME 500 Paris hotels announce that they have agreed again this winter to reduce their room rates between December 1 and March 1 whenever a visitor's stay exceeds three days. The reduction on standard rates will be 10 per cent in one-star and two-star hotels, and between 10 per cent and 20 per cent, according to the length of stay, in three- and four-star hotels.

Small Diesel Engines

THE increasing use of diesel engines for private cars, taxi-cabs and other smaller-power purposes makes particularly useful a book, *Small Diesel Engines*, by Donald H. Smith, M.I.Mech.E., published by Iliffe and Sons Ltd., at 4s 6d net. Increasing numbers of operators, drivers and mechanics who are having to handle equipment involving principles outside their previous experience will find in this book a valuable guide to the diesel, its applications, uses, operating characteristics, advantages and disadvantages. Clearly illustrated by line drawings, it includes advice on driving technique, adjustments and maintenance.

For Cross-Channel Motorists

A NEW form, specially designed for the motorist and easier for him to fill in and use, has been introduced by the Customs for motorists who do not carry an A.A. or R.A.C. carnet or triptyque, to facilitate the re-importation of touring vehicles temporarily exported from the United Kingdom. The form, No. 29C (Sale), is a two-page leaflet, of which Part 1 will be kept by the Customs at exportation, and Part 2 will be kept by the motorist to expedite Customs clearance of his vehicle on his return to this country. The new form can be obtained at H.M. Stationery Office, York House, Kingsway, W.C.2, or through any bookseller.

Motorists who intend to travel outside the sterling area must also, as hitherto, lodge a form for Exchange Control purposes with the Customs for any vehicle worth more than £25. This form (CD 3 for vehicles worth more than £250 or CD 3x for vehicles worth more than £25 but not more than £250) can be obtained from any bank or any Collector of Customs and Excise, and requires endorsement by the Bank of England before presentation to the Customs.

Country and Coast

"COUNTRY and Coast—Some Urban Impacts" will be the theme of the fifteenth national conference of the Council for the Preservation of Rural England, to be held at Shanklin, Isle of Wight, from October 7 to 9. The conference will be opened by Lord Mottistone, president of the Isle of Wight branch of the Council, and among the subjects of addresses to be heard by the conference are "Planning problems in a seaside county" and "Building in the countryside."

More Vauxhalls

EXPANSION of Vauxhall Motors factories at Luton and Dunstable was announced recently by the president of General Motors Corporation, the parent organization. Speaking at a press reception in London, Mr. Harlow H. Curtice stated that £36,000,000 had been allocated by General Motors for this expansion, which would take approximately five years to complete. The programme included the construction of a new press shop and larger machine shops. These would be equipped with British-made machinery and would go far to stepping up output of the Bedfordshire factory. When completed, Mr. Curtice said, the works would be able to double the present number of exports.

A YEAR OF LONDON ACCIDENTS

THE human factor in road accidents, in the London area, analysed by experts at New Scotland Yard, provides one of the most revealing features of the statistical analysis of road accidents in 1953. "In a very large number of personal injury accidents reported, the apparent direct cause of the accident was some error or misjudgment," says the analysis. "It may be that bad judgment of one kind or another to some extent resulted from features of the road layout, street lighting, etc. Where this is clearly the case then these conditions are considered to be factors in the accident, but it is frequently impossible to detect, from the details of the accident known to the police, any such physical shortcoming on the part of the layout. Perhaps, too, it is human nature to blame a person for an accident rather than a thing.

"It is very much easier to detect bad road conditions of various kinds from the accident maps kept at Scotland Yard, and these are constantly scrutinized for changes in the pattern of accidents, which may give such indications."

In accidents concerning drivers of motor vehicles, including motor cyclists, main contributory factor was held to be crossing without due care at road junctions (15.9 per cent), followed by misjudging clearance, distance or speed (14.7), turning right without due care (11.2), and skidding (10). For motor cyclists only, skidding was believed to be the chief contributory factor in accidents (17.5 per cent) with misjudgment accounting for 17.1 per cent and crossing without due care at a road junction 15.9 per cent. Skidding was also held to be the most common factor in accidents to motor-assisted pedal cyclists with misjudgment a close second. Three main factors in accidents affecting pedal cyclists were held by the police to be turning right without due care (17.7 per cent), misjudgment (12.8) and inattentive or attention diverted (10.6).

Concerning pedestrian contributions to accidents, the analysis brackets, under the heading "Heedless of traffic," items totalling 89.3 per cent of the total, including crossing a road not masked by stationary vehicle 45.6 per cent, crossing a road masked by stationary vehicle 22.3 per cent, and stepping, walking or running into the road 31.9 per cent. Among other factors, dogs on the highway are blamed for 481 accidents, and 185 occurred through the presence of horses or other animals.

Some significance may be attached to the age group details of accidents to pedestrians—under 5, 897; 5-9 years, 2,488; 10-14, 800; 15-19, 360; 20-24, 346;

NEWS and VIEWS . . . . . continued

25-34, 837; 35-44, 1,046; 45-54, 1,399. It does not seem unreasonable to attribute the marked drop among children of school age to the training they receive in road safety.

There was a considerable rise in the number of pedestrians injured on pedestrian crossings, and the increase seemed greatest on crossings at traffic signals. "It seems likely," it is stated in the analysis, "that drivers and pedestrians may not always appreciate what is expected of them at such crossings."

Points from the summary are: Road casualties increased by 6.4 per cent compared with 1952; deaths were 587—3 per cent more than in 1952, serious injuries 6,168, an increase of 8.8 per cent; slight injuries at 35,448 were 8 per cent more; casualties to motor cyclists increased by 830; 693 more children (10.2 per cent) were killed or injured.

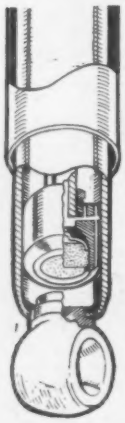
Comment will be found in page 441.

New Models

MORE new models are described in this issue, and a further selection will appear in the October 8 issue. After that, the three special issues comprising *The Autocar* show numbers will appear in sequence: first the Buyers' Guide to the Show, dated October 15; then the Show Report (October 22) and finally the Show Review (October 29).

Controlled Damping

A NEW type of damper incorporating a special porous control disc, in place of the usual spring-loaded valves and bleed notches or ducts, has been produced by Spaxamatic, Ltd., of 61, Fortress Road, London, N.W.5. It will control, it is claimed, all the spring periods and at the same time be free from the inherent faults attributed to the usual type of damper. Any spring deflection, however slight, causes the control disc to operate; no excess pressure, therefore, has to be built up before the valves operate. The disc works in both directions and small deflections, such as are experienced when driving over a smooth surface, are constantly controlled. Telescopic and lever type dampers are in production, both of which incorporate the control disc; replacements are available, therefore, for all types of vehicle.



The porous disc cast into the piston of the new damper.

The Spax telescopic damper has a single heavy gauge pressure tube with a wall thickness of ¼in and with a mirror finish. The fluid operates at a low pressure to avoid excessive rises in temperature. The piston is an alloy die casting and the control disc is incorporated in the piston at the casting stage. Apart from the piston and rod, the recuperation valve is the only metallic moving part.

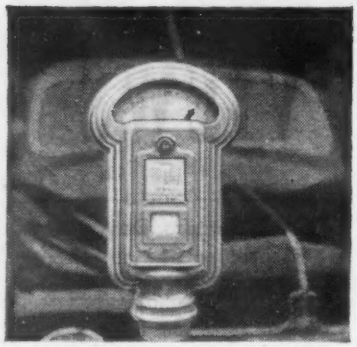
Added Conquests

AVAILABLE bodies on the Daimler Conquest chassis remain the same for 1955 as for 1954 except for a hard-top version of the Roadster. The new Daimler Regency models are described on pages 461-464 of this issue.

B.M.C. Expansion

SPEAKING at a luncheon at Grosvenor House, London, on Monday last to introduce the new Austin Cambridge, Sir Leonard Lord disclosed some of the future plans of the B.M.C. Output of the corporation—from 8,000 to 8,250 vehicles per week—will rise by March, 1955, to 10,000 vehicles per week. Extensions are being made at Cowley, at the Fisher and Ludlow body works in Birmingham, at Longbridge, and at the tractor and transmission branch, also in Birmingham. The present commitment on expenditure is about £10,000,000, but this will shortly be increased and, by the summer of 1956, B.M.C. production will rise to 12,500 vehicles per week. Expansion is also taking place abroad in Australia, New Zealand and South Africa. A press works will shortly be put into operation in Melbourne.

The new Cambridge, said Sir Leonard, is already in production and models have been shipped to Australia and New Zealand. Of the A.40 Somerset, which the Cambridge replaces, 600,000 have been produced; this figure includes 400,000 vehicles exported, earning a sum of £125,000,000. Keen competition at home is foreseen but the B.M.C. feels confident and has made plans to meet it.



A parking meter in Stockholm.

Parking Meters in Sweden

RESULTS of an investigation into the operation of parking meters in Stockholm, where they were installed in October, 1952, have been published recently. At a site in the shopping centre where 38 meters are in use—about a fifth of the total number of parking meters in Stockholm—every parking place is used, on an average, by seven cars each day, which is an increase of 30 per cent on the recorded use before meters were installed. The mean parking time is 1hr 15min under current conditions; in pre-meter days it was 1hr 50min. In 1952, before the meters were put into use, parking lots were occupied for 98.4 per cent of the available time; the current figure is 88.6 per cent.

SIMCA FOR 1955

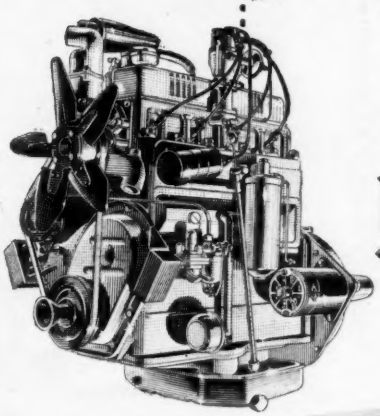
MODIFICATIONS have been made to the French Simca Aronde for 1955. The car is now an inch lower, has a slightly wider track and the wheels have been reduced in size. Self-centring has been increased by a change in the castor angle and, despite the adoption of smaller wheels, the brake lining area has been maintained and the braking efficiency has been increased. The clutch and gear box are of new design, an improvement has been made in the interior finish, and the weight has been reduced by about 55 lb.

The attractive body shape continues unchanged, and there is no alteration to the 1,221 c.c., 45 b.h.p., o.h.v. engine. *The Autocar* recently took one of the new models for a short run, during which it was found that the steering was certainly light and very sensitive. The car has a lively performance and the stable ride is particularly commendable. The Aronde is distributed in Great Britain by Fiat (England), Ltd., Water Road, Wembley, Middlesex, and costs £896 9s 2d inclusive of duty and purchase tax.

The Simca Aronde for 1955 has a track an inch wider than that of the previous model and the car is an inch lower. Several detail improvements have been made.

Here's where you really start something!

Packed with power and ready to prove it!



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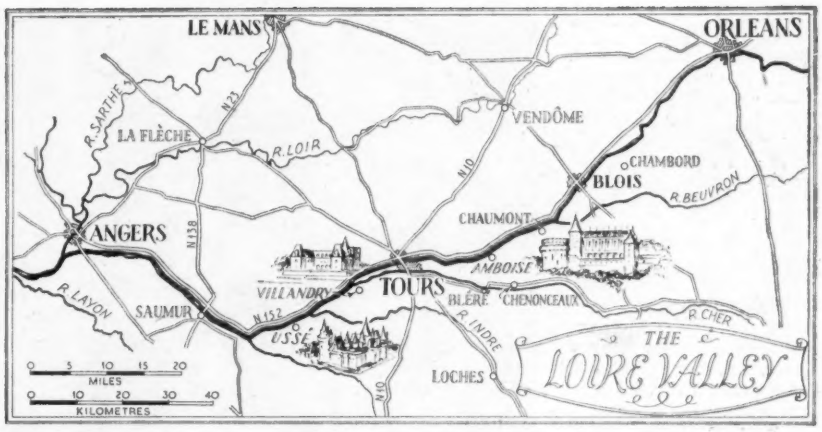
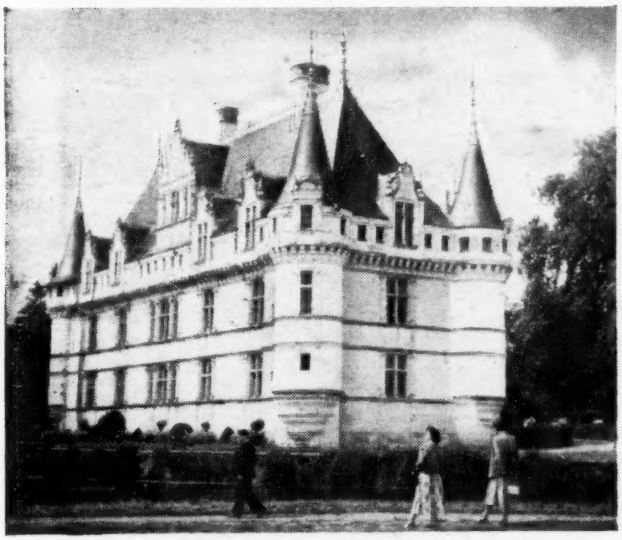


THREE GIRLS AND FOUR HORSES

HOLIDAY AMONGST THE CHÂTEAUX OF THE LOIRE IN A 4 C.V. RENAULT

SEVEN garage attendants stood round the grey *Quatre Chevaux* (750 c.c.) Renault, drawn by the curious spectacle of three English misses who appeared to know nothing about France's most popular car. Translation of motoring terms is difficult; one man knew a word of English —it was "shocking," and he applied it indiscriminately. I got into the car with him, and at my explanation in bad French that both my sister and I would drive, he laughed heartily, as men from the Midi do, and said we couldn't both drive at once; there was no time to elucidate before I found myself being driven round the block on a demonstration run, coming to a halt again in front of an unchanged half-circle of moon faces.

Off at last. It was three o'clock and the streets of Paris quickly slipped past, with Pat, as the more experienced driver, at the wheel. Then we got lost on the outskirts and it started to rain. The way was soon found again, for Aileen in the back was a good navigator. The rain proved more difficult, as we had forgotten to ask how the windscreen wipers worked. We pulled and pushed everything in sight, including the trip recorder, but without result. In the end the aid of a friendly but slightly surprised busman was enlisted; he pointed to a knob on the left of the driving seat.



Azay-le-Rideau, by the Indre, whose perfect proportions are largely owed to the influence of a woman, wife of a financier. Here, in 1870, a chandelier fell on a State banquet attended by Prince Charles Frederick of Prussia. The inhabitants were saved from threatened complete annihilation by the argument that such revenge might make the Prince look a little silly.

Outside Paris, the empty roads led quickly to Orléans and we gradually got used to the feel of the Renault and the strangeness of driving in France. The road signs were easy to recognize and the crystallization of different signs which we had seen before only on paper gave a slight shock of surprise.

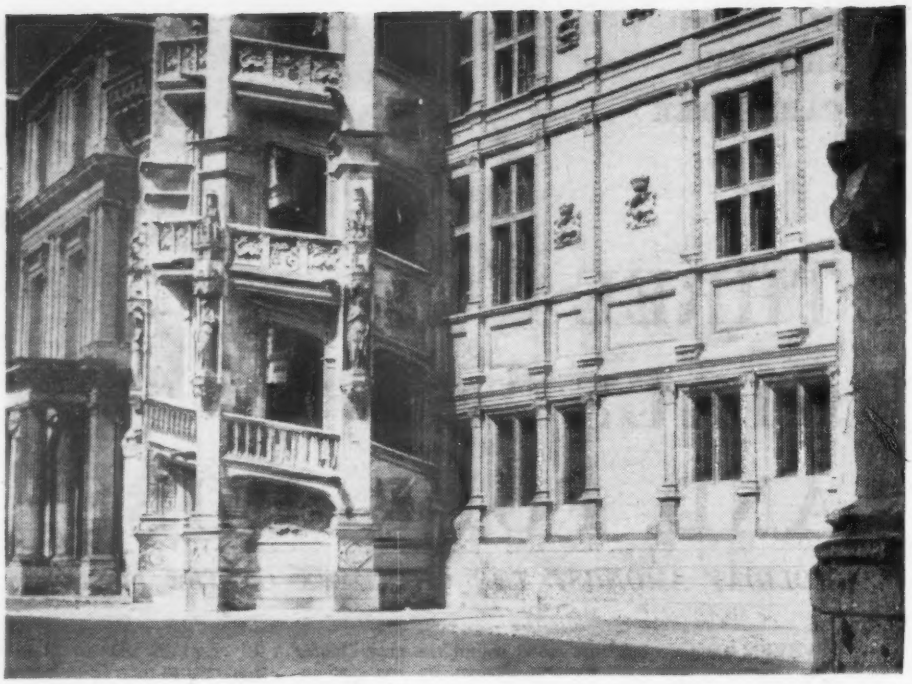
Four hours passed and 100 miles. The country was not striking and the cool showers alternating with sun were welcome after the dusty heat of Paris in July. As in the Loire Valley, fields and thick wooded copses undulated gently to the horizon. Trees bordered the roads, which were almost empty; the sun-ripe barley lay in orderly stacks, sheaf crossed upon sheaf, like yellow snowmen.

A Hill Town

We reached Blois, our first stop, and circled the medieval town. It is built up and down the steep river bank and one or two laps brought us, on the right side, to our hotel at the top of a steep hill. Some clumsy driving, the engine died out, and I reached for the hand brake . . . which didn't work. A couple of extra feet would have come in useful, for the engine wouldn't start without using the throttle, and if I moved my foot from the brake we ran backwards. A knot of French soldiers gathered round with voluble and varied advice; heads appeared from behind net curtains. One of the soldiers took the wheel and coaxed the car up for us; "The hand brake isn't necessary," he said loftily. No, we didn't want a chauffeur, thank you.

That evening was a depressed one. The French lads told us that the journey had finished; it was *mort* to go on. They parked the car in gear and said if we got out *doucement* it would still be there in the morning. It was; and we went straight to the nearest Renault service station to have the hand brake repaired.

At night the steep cobbled streets of Blois gave themselves up to cats and quietness. Below the blinding lights of the peaked bridge the shallow river ran darkly between its sand islands; the illuminated towers of the château appeared above a mass of green trees.



Renaissance influence shows in the outside staircase at Blois built by François I. Many different architectural styles make up this château.

Blois, Chaumont, Chambord. . . . A toy Mecanno suspension bridge over the Loire linked the main road with Chaumont, a castle of traditional turrets and a drawbridge. Chambord at night, parking tightly packed under the trees—heartfelt thanks to the small turning circle of the Renault. Flaring lights of the tourist shops, then sitting in the eerie darkness to watch the lovable ugliness of Chambord's massed turrets and towers floodlit and pinpointed. The history was well spoken, without sentimentality, over microphones, and with the musical accompaniment it was easy to project oneself back to the days when a hunting horn ruled the life of the castle and French kings drank and ate and loved there. We liked the ease with which the Renault's lights could be dipped by a simple flick of the left hand.

Arrived in Tours, the Renault stands in the courtyard of our thirteenth-century hotel.

THREE GIRLS AND FOUR

Wednesday, it rained, we left for Tours, and I felt more at home in the car. The controls were simple and its directional stability was good, except when a high wind blew the light body with frightening puckishness across the road. We found the off-centre steering wheel uncomfortable and more window space would have been welcome. The position of the wipers on the windscreen restricted forward vision to a certain extent. One of the greatest attributes of the 4 c.v. Renault is its remarkably low petrol consumption; several times we thought that the petrol gauge had gone wrong. Yes, there was plenty to praise.

Our road followed the Loire most of the way. It was a wide, peaceful river, bordered by the silvery green foliage of white poplars and reflecting the blue of the sky. Too shallow now to carry more than canoes and rowing boats, it wandered vaguely towards the sea, twisting in all its length between stretches of whitish sand. The charm of the district is its tiny villages on the shelving banks, overshadowed by a château whose turrets are visible many miles away down the valley. A laughing countryside, the guide-book said. Serene would have been a better translation.

P—— Cars!

Amboise, Chenonceaux, Loches. . . . At Amboise we parked carefully under a notice which said P— Cars; we had almost finished our picnic lunch when I nearly choked at the sudden realization that cars in French was not the same as cars in English. We had wondered why the tiny Renault was left in solitary splendour beside a huge touring coach.

Vous désirez voir le château? Here the Duc de Guise was assassinated; there Charles VIII hit his head on a low doorway and was left to die in a cellar. The rooms seemed warm and lived in—sometimes unfurnished except in imagination; sometimes garnished with carved oak chairs and desks, polished tables, canopied beds. It was not difficult to imagine the intrigues of the French court in the fifteenth and sixteenth centuries; names like Diane de Poitiers (Diana the Huntress), Catherine de Médicis, François I, Anne of Brittany, came to life and moved with us from room to room, from château to château. Having read the history of each

castle in Mr. Rowe's delightful book, *Châteaux of the Loire*, we found it fairly easy to understand the guides.

Here, according to the guide-book, a lover subtracted from a husband his money and his wife. *Par ici, M'ssieurs-dames*. . . .

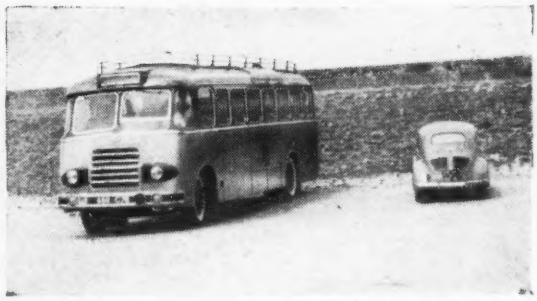
I remember Tours for its bells, its traffic, and its *cuisine*. We stayed in a thirteenth-century hotel; each time a clock chimed, the infection spread throughout the town until at last it caught our own deep-throated bell, which gonged out the hour in solemn portentousness.

The best nightly entertainment in Tours is an evening meal, which, as everywhere in France, is a serious ceremony, taking at least two hours. We tasted each local wine in turn and gave the highest marks to red Chinon, with its smooth innocent flavour hiding a heady potency.

Azay-le-Rideau, chiefly memorable for the largeness of the key which the guide clutched. It had such a fascination for me that I remember little about the interior.

One of the prettiest rides was from Chenonceau, with its arched gallery spanning the tranquil Cher, to Loches. Part of D31, from Bléré, bordered the thick forest with its variety of luxuriant trees; on the other side, undulating farmland and trim vineyards. The tiny medieval town of Loches is off the usual tourist track, and quieter.

We had been warned not to go over 65 k.p.h. (40 m.p.h.); it was a hired car and, as one garage attendant told us, the engine was *fatigué*. The advantage of having a French make was obvious—it had left-hand drive. The disadvantage was that other French cars had not the healthy respect for us which they give to GB plates. Women drivers in France are unusual, more so outside Paris, and a carload of three



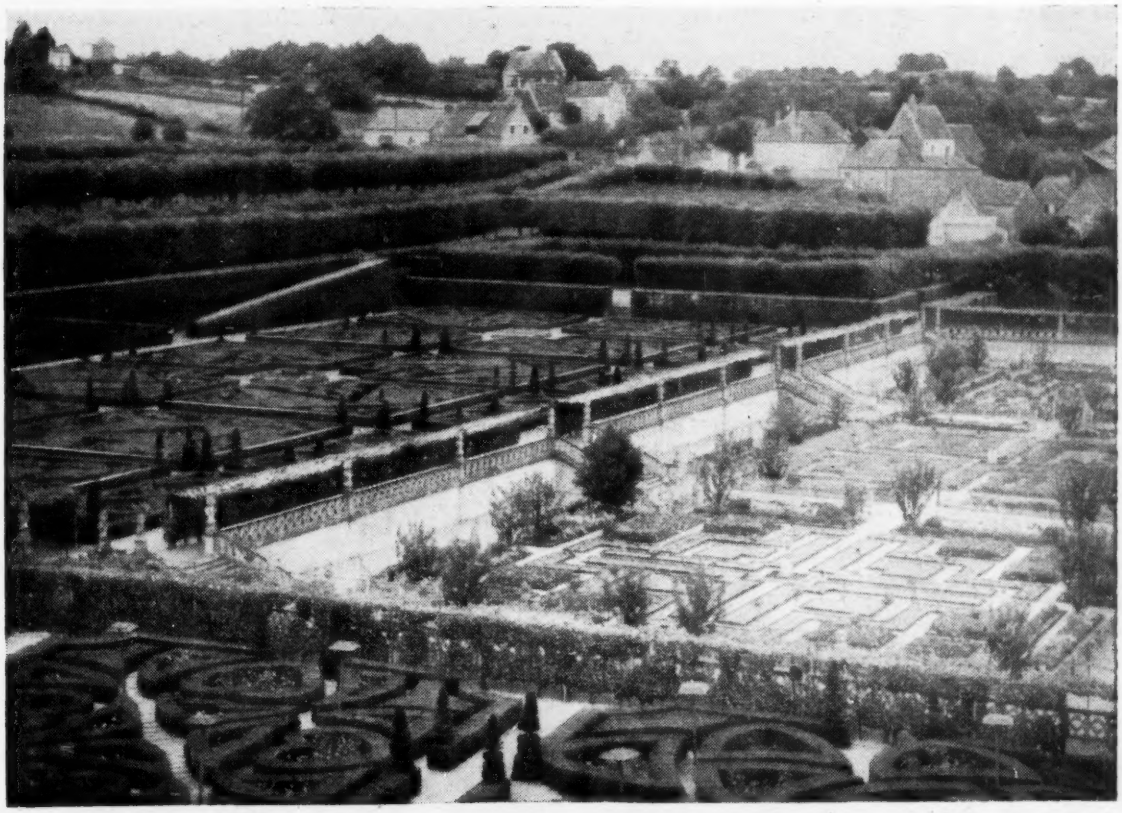
We wondered why the Renault was left in (almost) solitary splendour in the coach park at Amboise . . .

women caused stares and often smiles; petrol asked for with an English accent shook many a pump attendant. The English, they are all mad.

The road led on to Angers, our last port of call, and we made a detour to Ussé, a fairytale castle on the edge of the forest, which inspired Perrault to write *The Sleeping Beauty*. The formal gardens of Villandry, their miniature clipped hedges, enclosing many-coloured flowers, herbs and vegetables in the most delightful patterns, were left behind. Suddenly the road didn't go on—it led right into the river just past a notice which said "Stop, Bac de Vienne." It was some time before we realized that *bac* meant ferry. . . .

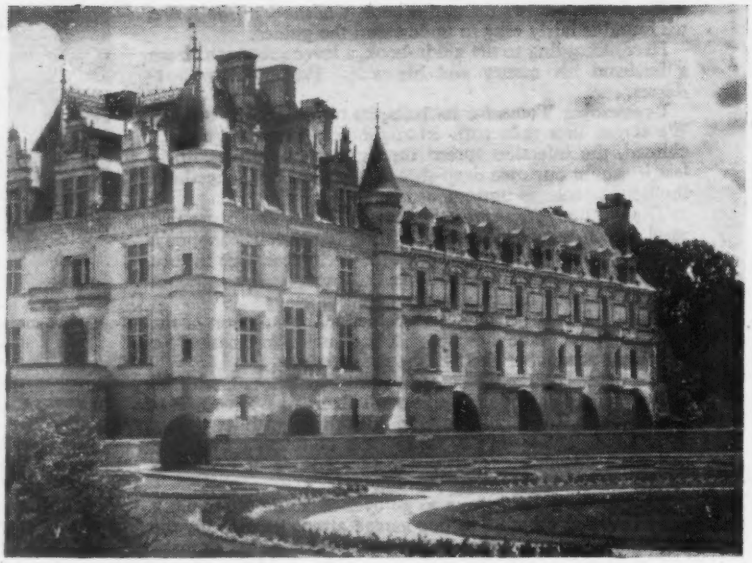
We were waved on and told that it would be about a quarter of an hour before there was enough water to get across. We waited, sandwiched between a small truck in front and a Jeep-full of Americans behind; the minutes dragged by in contemplation of the opposite bank, which

HORSES . . . . . continued



The Renaissance gardens of Villandry. In the foreground, the Jardin d'Amour, showing neatly clipped hearts which enclose pink flowers; at the lowest level is the kitchen garden, cabbage matching cabbage, so that there is not the slightest disharmony of size or shape in the different beds. To the left, a stimulating herb smell rises from more neatly clipped and patterned hedges.

THREE GIRLS AND FOUR HORSES . . . . . continued



Chenonceau—beyond the formal garden of Catherine de Médicis its arches span the Cher, supporting a gallery which leads from the original building.

seemed an impossibly steep run up, carpeted with slippery hay.

The chains clanked, we ambled across the river, and the lorry started up. It reached half-way up the bank, came backwards towards us and slithered to a standstill. Several times it shunted up and down, but could not reach the top, even with the pushes of four Frenchmen and one American soldier. They trundled it to one side and waved me on. I was not at all anxious to go, but the Jeep behind was straining at the leash, so there was nothing for it. The Renault hovered a little, then pulled away, and with a sigh of relief we were on the main road, the Jeep had passed with a noisy farewell, and we settled down to a steady cruising speed towards Saumur.

Les Vacances d'Eté

During Saturday night a cat with muddy paws had worked systematically from the back of the car to the bonnet, not forgetting the windscreen. Two hundred miles to Paris, and it was not long before we realized that half of France was on the move. It was the first of August, and the start of many annual *vacances* in France; there were Citroens, Renaults, Peugeots, Simcas, Panhards a-plenty. During the morning the traffic was against us, but after lunch streams from the west coast and Brittany caught up and passed the Renault in bunches. Each car that passed hooted; we reached Chartres at teatime tired and with frayed nerves. The stained glass windows of the cathedral were too beautiful to absorb in a quarter of an hour.

Soon the car pointed towards Paris on the last section. So far, no scratch; nothing must happen now. Versailles approached and we were on the modern Auto-Route de l'Ouest. Paris appeared, a mirage in the sunlight; then a nightmarish noisy tunnel, and we were in the city. The Etoile spun us round and ejected the car at the Avenue de Wagram. We were home.

* * *

Mileage travelled was 600, and we used about 60 litres (approximately 13 gallons) of petrol; the cost of the car, at about £20 between three people for the week, was certainly no more than train and coach fares would have totalled. We did not set out to "do" everything tourist fashion; we were on a holiday, and a good part of the enjoyment was in being able to go where we liked when we liked. It was worth it.

The only necessary paper is an International Driving Licence, obtainable in Great Britain. Insurance, and so on, is arranged by the hirer. In addition, we carried, and found useful, a good French dictionary, Michelin maps, a French Highway Code and *The Autocar* Road Test of the Renault.

It *is* possible to make arrangements over here to hire a car while in France; but judging from the difficulties which we experienced, even though we had someone on the spot to speak personally with the hirers, one could not be certain in advance of having the car at a stated time. There is a deposit to make, which for the Renault amounted to £35 (no mean sum with present-day travel allowances); the first firm approached let us down completely, and the garage which finally supplied a car seemed rather vague, although as it happened everything turned out well, and we had no major difficulties on the road.

Left: Is it locked? Right: Sisterly affection . . . "But nobody could possibly look like this getting out of a car."

Resemblance to the larger, American-built Nash is seen in the partially concealed front wheels and the recessing of the top of the doors of the Metropolitan. There is a single jacking point on either side of the car.

The wrap-round rear window is a good feature. Both windows wind down level with the tops of the doors and push-button locks are provided. Reflectors, rear and stop lights, in addition to direction indicators, are incorporated in the rear light units.

The Autocar ROAD TESTS

No. 1547: NASH METROPOLITAN SALOON

IT came as a pleasant surprise to the motoring public of Great Britain when an American manufacturer made the flattering decision to have his smallest model built in England. Although the output of cars in the United States is greater than that of any other country, almost every model produced there is, by European standards, of a large size; to build a small car—and such cars are becoming common on the eastern U.S. seaboard—would entail extensive and costly retooling. Harassed by parking problems in the cities and in spite of being able to buy petrol at a considerably lower price than in Europe, the American motorist began some time ago to demand a small car to run in addition to the customary large saloon.

Designed by the Nash-Kelvinator Corporation of America and built by the Austin Motor Co., Ltd., the Nash Metropolitan is intended for American and Canadian markets and is not for sale in Europe. Its appearance combines American and Italian ideas of styling, resemblance to the larger Nash models being strong. The bodywork on some of these shows the influence of the Italian designer Pinin Farina, who styled the body for the 1953 Nash Statesman Country Club hard-top, which is not unlike a larger version of the Metropolitan.

The mechanical specification includes the 1,200 c.c. overhead-valve engine used in the Austin A.40, coupled to the A.40 clutch and gear box, but the gear box as used on the Metropolitan has been modified to provide only three forward speeds. The rear axle is similar to that of the smallest Austin, the A.30; and A.30 lower wishbones and hubs are used for the front suspension. The Metropolitan weighs about 2 cwt more than the two-door A.30 saloon and some 4 cwt less than the A.40 two-door Somerset model.

Because of its power-weight ratio, as compared with that of the A.40 Somerset, the Metropolitan has, naturally, a somewhat livelier performance than the four-seater saloon built in the same factory. On its top gear of 5.28 to 1, the Somerset, when Road Tested by *The Autocar* in April, 1952, accelerated from 10 to 30 m.p.h. in 14.2 sec, which is 3.4 sec longer than the time for the smaller car. There is little difference between the two models when accelerating from rest to 30 and 50 m.p.h., but the Nash shows to advantage from rest to 60 m.p.h. and over a standing quarter-mile.

With the American and Canadian markets as principal targets, a driver would expect a good top gear performance

Styling of the front of the Metropolitan blends with the general proportions of the car and there is not an overabundance of plating. The plated grille on the bonnet is for effect only; air for heating and demisting is taken in through the centre of the vent below the windscreen. Direction indicators are incorporated in the side lamps.

ROAD TEST . . . . continued

reverse. When in the top gear position the lever gets in the way of a tall driver's legs, and this applies even when the driving seat is adjusted right back. The synchromesh between second and top works well, and the change from second to first can be mastered very quickly; a transmission hum was noticeable when pulling in top gear. The clutch operation is satisfactory and the take-up smooth. There is room for the driver's left foot away from the clutch pedal.

Sealed beam head light units are used, and both driving beam and that resulting from the dipped position are very good; a conveniently placed foot-operated dip switch is fitted. Twin Windtone horns mounted immediately in front of the radiator emit a powerful warning note, the horn button being in the centre of the steering wheel boss. Controls and switches are kept to a minimum, and the large diameter speedometer, placed immediately in front of the steering wheel, is easily seen and well lit at night, there being no reflection in the flat one-piece windscreen. Non-self-cancelling screenwipers clean a useful area.

The driving seat of the Nash Metropolitan is very comfortable, and although the range of fore and aft adjustment is somewhat limited, a journey of approximately 250 miles can be undertaken with only short stops and with no cramped feeling evident at the conclusion of the trip. The upholstery of the seat is covered with a bright and cheerful cloth material which prevents any tendency for the occupants to slide about, though it does prevent easy sliding in and out of the driving position. There is room for three adults of moderate proportions to sit in comfort on the front seat with the driver retaining full control.

The back rest is divided in two, both halves hinging forward to allow access to the rear seat and luggage compartment. The angle of the back rest is good and the driving position gives full control over the car. The windscreen is pleasantly close to the driver and forward visibility is good, the windscreen pillars being of modest dimensions. There is sufficient head room to enable the occupants to wear hats if they wish.

The wide opening doors close firmly. It was difficult to prevent a draught with only one window open, as the occupants' heads are in line with the rear edge of the window, and best results were obtained when both windows were opened to the same extent. The seat in the rear compartment is covered with a thin cushion held in position by two press studs. There is room for one adult on short journeys or two children over longer distances. Leg room is limited and the angle of the rear window does not allow a great deal of height. The luggage locker, which is of irregular shape and untrimmed, is reached by unlocking and hinging forward the back rest of this occasional seat. It has a very useful capacity, but a certain amount of agility is required to place anything in it.

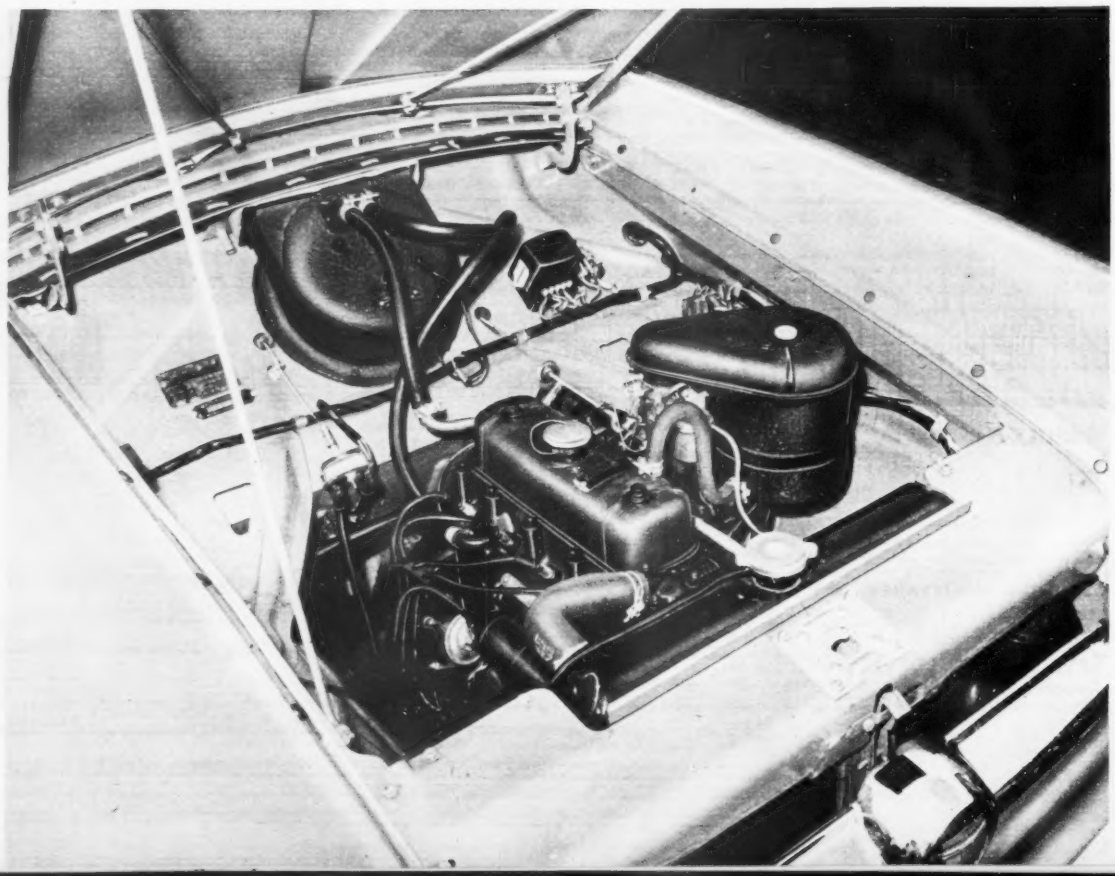
Engine Details

The rear-hinged bonnet, released by actuating a catch behind the radiator grille, is held in the open position by a single stay, and allows plenty of room for the A.40 engine and its components to be serviced. The standard B.M.C. range of power units is well laid out and all filler caps, dipstick and electrical units on the Nash are easy to get at. Some of the greasing points below the vehicle are not placed in a very accessible position. The battery is located underneath the rear seat and it is quite well positioned for servicing, but the lid of the compartment is a loose fit, and there arises the possibility of fumes inside the car in extreme warm weather such as can be experienced on the American continent.

An efficient fresh air heating and demisting unit is supplied as standard equipment. Temperature-controlled air is directed through ducts on to the floor of the front compartment and also through vents on to the windscreen. The booster fan is operated by turning the pull-push control of the water valve on the left of the facia. The toolkit is limited to a jack and wheelbrace contained in a cardboard box and there is no starting handle. The external spare wheel has an anti-theft lock behind the cover plate.

The Nash Metropolitan is a unique example of Anglo-American co-operation and should be well suited for the work it is intended to do.

Accessibility of oil and water fillers is good. A large-capacity oil bath air cleaner is used for the carburettor and the electrical components of the B.M.C. engine are well placed and easy to get at.



JAGUAR

announce

The Type 'M' 3½ Litre Mark VII Saloon

From the moment of its introduction the Jaguar Mark VII has been accorded world-wide recognition as the most outstanding example of British design and workmanship to be found in the post-war automobile world. The very high reputation which the Mark VII has earned, both at home and abroad, is now enhanced by the introduction of the Mark VII type 'M' which, with many important additions to the Mark VII specification, represents an even higher level of excellence.

The famous twin overhead camshaft XK engine which powers the type 'M' is now fitted with high-lift cams and its output has been raised to 190 brake horsepower. This increase in available power, coupled with the introduction of close ratio gears, provides a new high level of road performance, yet, notwithstanding the high speed potential of type 'M', the Jaguar characteristics of smoothness, silence, tractability, perfect steering, braking and road adhesion are such that complete and effortless mastery is at all times in the hands of the driver.

Price £1616.2.6 including purchase tax. See and try this magnificent car at your dealers now.

NEW FEATURES *XK engine now with high-lift cams and output raised to 190 b.h.p.: close ratio constant mesh gearbox: increased diameter torsion bars: oil ignition coil: J.700 headlamps with special Le Mans type diffuser glasses: new fog lamps, outboard mounted, and each individually adjustable: new "wrap-around" bumpers and re-designed overiders: rimbellishers: new tail lamps with built-in reflectors: full-length Dunlopillo front and rear seats: new flat horn push: new flasher-type traffic indicators: new forward-mounted horn grilles.*

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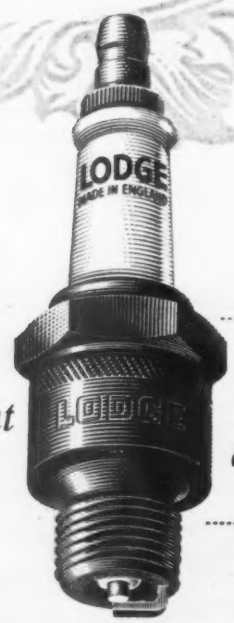
OF LODGE PLUGS LTD.



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PIONEERS IN 1904 **LODGE** LEADERS IN 1954

LODGE PLUGS LTD., RUGBY

NEW CARS DESCRIBED

A complete breakaway from the accepted A.40 styling has resulted in an appearance that is by no means unmistakably Austin. A successful attempt has been made to relieve the flush-sided look and a pleasant balance has been achieved between the height of the roof and waist lines.

CHOICE OF ENGINES IN THE AUSTIN CAMBRIDGE

Four-door Four-light Saloon of Integral Construction and Modern Styling to be Available with Either 1,200 c.c. or 1,500 c.c. Overhead-valve Engines

IN introducing the new Cambridge the Austin company discloses a new and more modern styling. The car will also be available with either a 1,200 c.c. or a 1,500 c.c. power unit. In appearance the Cambridge follows the modern trend with a full-width front, a downward sloping bonnet giving good visibility and a wide and shallow radiator grille set low down just above the bumper. The front wings run right through to the rear, where they suggest rudimentary fins, this design obviously being occasioned by the desire to provide a really roomy luggage compartment. The body is a four-door, four-light saloon and the large, curved, rear window has the effect of reducing the blind spots normally unavoidable with this type of coachwork, the quarter panels being small. A two-door model of similar general appearance is also available.

There is sometimes a tendency when the front wings are carried through the body sides to merge with the rear wings for a somewhat heavy and slab-sided appearance to result, but this has been avoided in the Cambridge by a moulded line which starts at the centre of the head lamp housing and curves gracefully back on to the rear door panels. Furthermore, the lower edges of the wings and body sides have a more pronounced moulded edge which not only adds to the appearance but also appreciably stiffens the wing pressings.

Excellent visibility for the driver is provided by the wide and well-curved screen, and by the fact that the front pillars are kept as small in section as the requirements of strength permit. The roof line, also, is gracefully curved and the doors extend well up into it, helping to give an air of lightness. The four doors are hinged on their forward edges and are of good width, so that access to both front and rear seats is unobstructed.

As is now customary with both small and medium-sized cars produced in large quantities, the Cambridge is of integral construction, the stressed-skin steel body shell being suitably reinforced so as to take the place of a separate chassis frame. Thus the floor pressing is reinforced by box-sectioned members spot-welded to it, which to some extent resemble the longitudinal members of a conventional frame, and other box members are introduced into the structure wherever it is desirable to ensure a greater measure of rigidity. Engine and transmission units are mounted into the body shell, the power unit and independent suspension members being carried at the front by a robust box-sectioned cross member which bolts into the shell, while at the rear of the gear box there is another box-sectioned cross-member which carries the third flexible mounting for the power unit and which also bolts into the steel shell.

The engine is the B.M.C. B-type as used in the Morris Cowley and it is available in two sizes, either the A.40 (1,200 c.c.) or the A.50 (1,500 c.c.) version. The bore of the A.40 is 65.48mm and that of the A.50 73.025mm, both having the same stroke of 89mm. The output of the smaller engine is 42 b.h.p. at 4,500 r.p.m., the maximum torque being 58 lb ft at 2,400 r.p.m., and the output of the 1,500 c.c. engine is 50 b.h.p. at 4,400 r.p.m., its maximum torque being 74 lb ft at 2,100 r.p.m., both engines having a compression ratio of 7.2 to 1.

The four cylinders are cast integrally with the crankcase and the detachable cast-iron cylinder head carries overhead valves in line, operated by push rods and rockers, oil seals being fitted to the valves to prevent oil from passing down the valve stems. The crankshaft is a steel forging carried in three steel-backed white metal bearings and similar bearings are also fitted to the forged steel connecting rod big-ends.

Light alloy pistons with alumilite finish are of split skirt type and have concave crowns; they carry three compression rings and one slotted oil control ring. The camshaft is also a steel forging, with cams designed for quiet operation. Three steel-backed white metal bearings carry the camshaft, the chain drive of which is provided with oil catchers to ensure lubrication and a tensioner ring to maintain chain tightness.

Oil is delivered from the gear-type pump to all main connecting rod and camshaft bearings, and to each tappet; there are also oil feeds to the timing chain and overhead valve rockers. Oil holes in the

The large one-piece bonnet top allows easy access to the engine compartment. Twin horns are mounted behind the shallow grille.

connecting rod big-ends deliver jets of oil on to the cylinder walls, so that lubrication is ensured rapidly when starting from cold. The system has a capacity of seven pints and includes a by-pass filter.

A centrifugal pump circulates the cooling water, which is delivered to the cylinder block and thence to large passages surrounding the valve pockets and sparking plugs; a thermostat control ensures rapid warming up. A two-bladed fan is mounted on the pump spindle and is driven by the belt which forms the dynamo drive, the dynamo being mounted on the right side of the engine and providing a means of belt adjustment in the usual manner. On export models a four-bladed fan is fitted. The capacity of the cooling system is 12 pints.

Also on the right of the engine, towards the rear, is the distributor, which has in-built vacuum control as well as automatic advance and retard. As the coil is mounted above the dynamo and the sparking plugs are on the same side of the head the high tension leads are thus kept short. A slight criticism is that access to the distributor might prove a little difficult owing to its somewhat low position when the engine is mounted in the car and to the proximity of the steering column on right-hand drive models. On the other hand, the carburettor and fuel pump on the left side of the engine are commendably accessible. The Zenith down-draught carburettor is fed by an AC mechanical petrol pump and carries an air cleaner of ample size. An oil-bath air cleaner is fitted to some export models.

In unit with the engine are a Borg and Beck dry single-plate clutch and a four-speed gear box with synchromesh mechanism for second, third and top gears. The gear lever is mounted on the steering column and the linkage to the gear box has been improved to give a smoother and easier action, free from lost motion. The capacity of the gear box is 4½ pints and a dipstick is provided on its right side. The clutch is of 7¼in diameter for the 1,200 c.c. engine and of 8in diameter for the 1,500 c.c. engine. Hydraulic clutch operation is provided by means of a pendant pedal, a similar pedal being used for the brakes.

An extension at the rear of the gear box carries a plain bearing supporting the sliding spline assembly, and an open propeller-shaft with needle roller-bearing universal joints transmits the power to the hypoid bevel final drive in a pressed steel banjo-type axle casing.

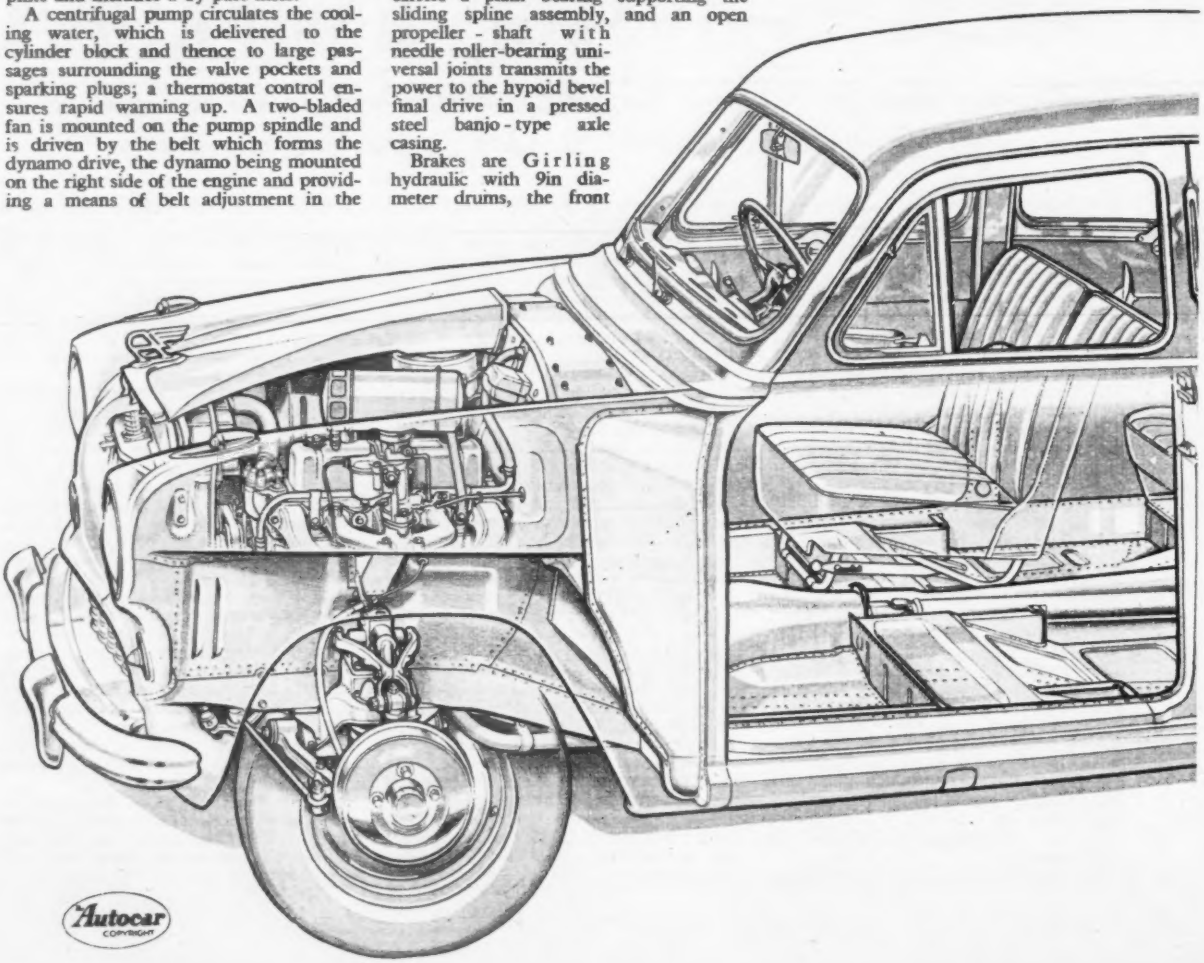
Brakes are Girling hydraulic with 9in diameter drums, the front drums having two-leading shoes. The rear shoes are also operated mechanically from the pull-up pistol-grip housed in the steering column cover.

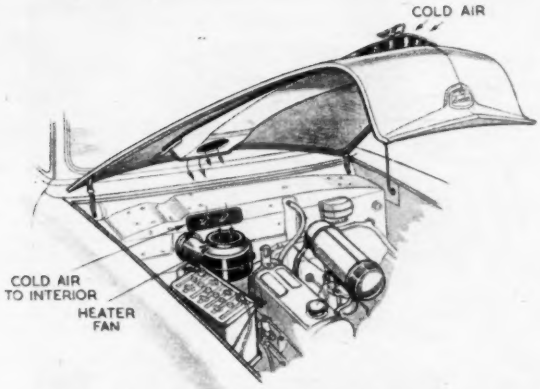
Layout of the independent front suspension follows well-tried Austin lines with wishbone links and coil springs. The coil spring is mounted on the lower wishbone and its upper end bears against an extension forming part of the front cross member, which also carries the trunnion rubber bearings of the wishbone. The upper wishbone extends from the axis of the double-acting hydraulic dampers. At the rear, long half-elliptic springs with a slight reverse camber are slung beneath the axle casing and are mounted on rubber bushes. They are controlled by double-acting hydraulic dampers which are interconnected by a stabilizing bar.

Steering is by high efficiency cam gear with a 17in diameter spring-spoked steering wheel having a central horn button switch. Pressed steel disc wheels carry Dunlop 5.60 × 15in cushion tyres and large chromium-plated nave plates add to the general appearance of the car.

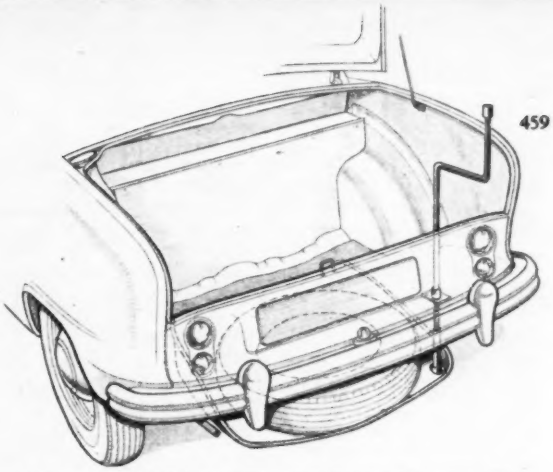
In the body shell itself there are a number of ingenious features. Thus the front wing pressings are bolted to the assembly and can, therefore, be detached with reasonable ease should replacement become necessary owing to accidental damage, an important matter in these days of congested roads and high

AUSTIN CAMBRIDGE





The bonnet top carries an air duct which abuts against the fresh air and heater inlet ports when the bonnet is closed.



A tray beneath the luggage locker houses the spare wheel and is lowered or raised by the starting handle.

repair costs. The one-piece bonnet, which extends down at the front to meet the top line of the grille, is stiffened by a box-section member running round the edges and also by a duct which conveys air from the intake louvre at the top front of the bonnet to both a rectangular fresh air inlet in the scuttle pressing and to a circular air intake on the top of the heater. Both these intakes have very soft rubber surrounds against which the bonnet duct abuts when the bonnet is closed.

Ingenuity is also to be found in the arrangement of the rear locker, the lid of which is also stiffened by an internal box section edge. The locker is particularly roomy for a car of this size, giving 14 cu ft of luggage space. The petrol tank lies across the front and its filler cap on the left side is hidden from view when the lid is closed. Furthermore, valuable luggage space is not taken up by the spare wheel, which is housed beneath the floor. It is reached by applying the starting handle to the head of a bolt which projects above the floor of the locker and turning it. The spare wheel can then easily be slid out of its tray. To raise the tray the starting handle is turned in the reverse direction. When the lid of the locker is closed and locked, both the spare wheel and the petrol tank are secured against pilferers. Stays are provided to hold both bonnet and locker lid in the open position.

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Electrical equipment is of 12-volt type and includes built-in head lamps with block lenses and dipping equipment to suit the regulations of various countries, separate side lamps on top of the wings and visible to the driver, twin combined stop-tail lights with built-in reflectors, and rear number plate lamp mounted centrally in the skirt of the tail, throwing its light upward on to the number plate. Direction indicators of semaphore type are mounted in the central pillars but, for export, flashing light indicators are fitted at front and rear. Indicators are operated by a self-cancelling finger lever, with a built-in warning light, located on the steering column.

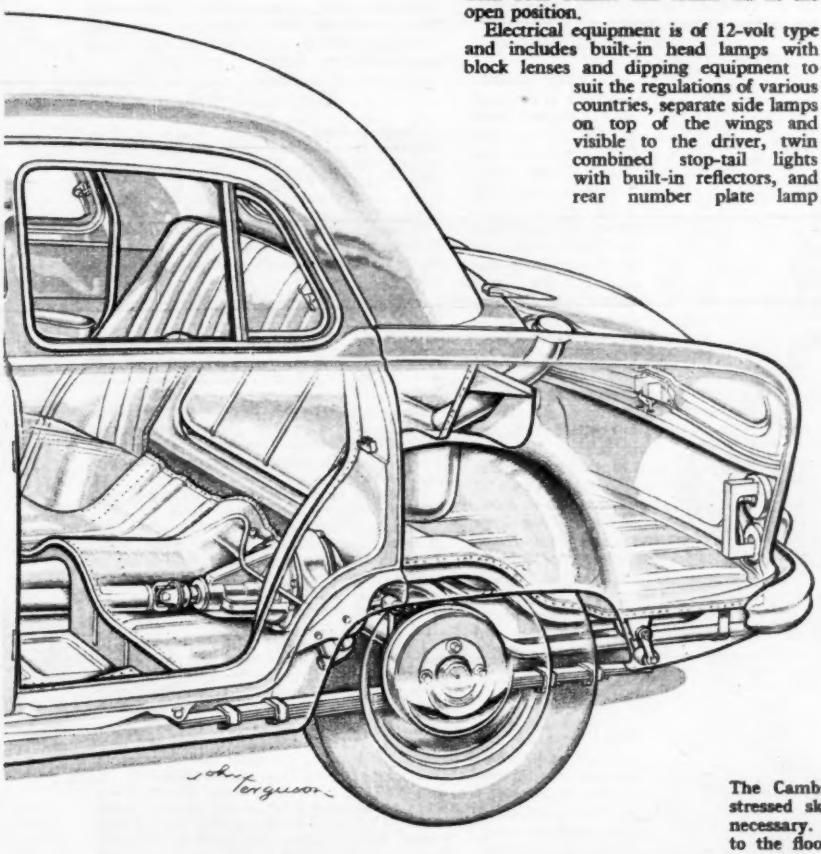
The interior is roomy, with a width between centre pillars at waist level of 4ft 1¼in and a maximum width over the rear seat of 4ft 4in. Head room is ample; the height over the front seat is 3ft 1in and over the rear seat 2ft 11in. Leg room is also generous, and the distance between the rear seat cushion and the back of the front seat is 1ft 2¼in as a maximum or 10in with the front seat in its rearmost position. The front seats are of divided-bench type and are individually adjustable. They have tubular frames with Latex foam moulded foundations, trimmed in p.v.c.-coated fabric, although leather upholstery is an optional extra and is used on de luxe models.

Window Opening

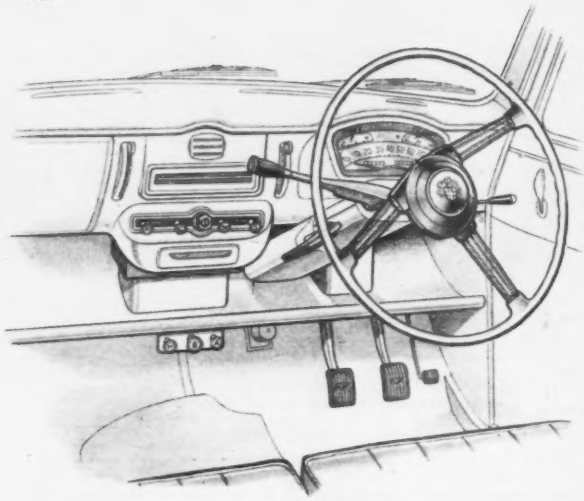
Arm rests are mounted in the de luxe models on all four doors, which have ventilating panels and drop windows. No winders are used as the window glasses are counter-balanced, and are held in the chosen position by a finger lever. When the car is left with doors locked the windows are firmly secured in the fully closed position, or can be left slightly open, with an opening of about ½in, by this lever without any danger of the windows being forced open. The internal door handles for the press-button locks are well positioned. Rear doors have an additional safety catch to prevent inadvertent opening by children.

Finished to match the exterior, the steel facia carries in front of the passenger a large glove box provided with a lock and in front of the driver a neat instrument panel which is easily seen through the upper aperture of the T-spoked wheel. Above the curved speedometer scale, which includes total and trip mileages, are the fuel gauge and radiator thermometer.

In the centre of the facia are two levers moving in quadrants to control demister and heater. Between them is provision for a radio control panel. Below this are five knobs, the centre one being the



The Cambridge is of integral construction with a stressed skin body shell, suitably reinforced where necessary. Box section members are spot welded to the floor pressing. Engine and front suspension units are carried by a substantial box section member which is bolted on to the shell.



Wide, curved screen, a neatly laid out facia with a wide parcel shelf beneath, pendant pedals and the divided bench seat can be seen in this drawing.

Integral construction, with much use of spot welding, and an absence of soldered joints, are features of the Cambridge shell into which power and transmission units are bolted.

AUSTIN CAMBRIDGE

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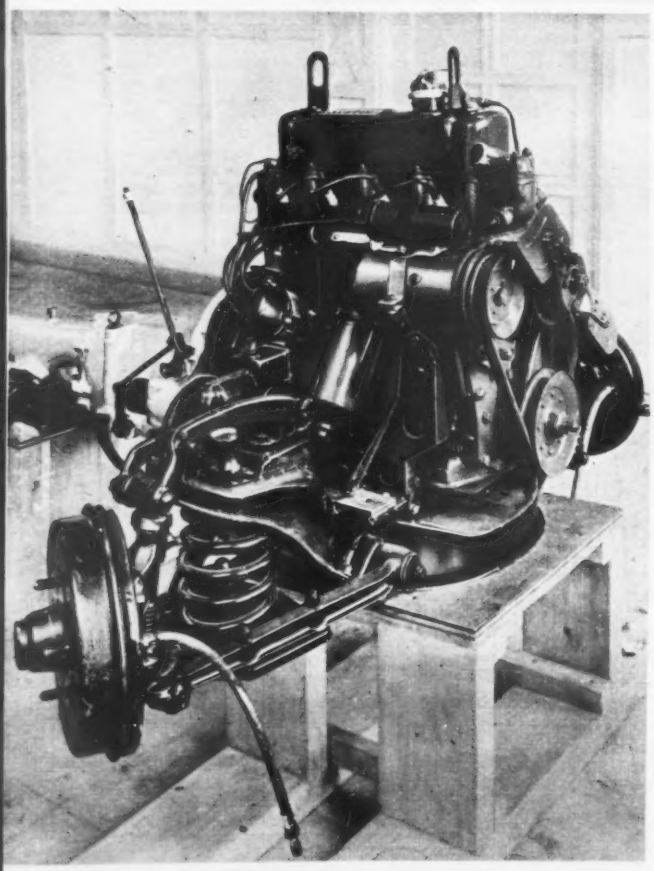
switch for lights and ignition. This is flanked on the left by the choke control and panel switch, and on the right by the screen wiper and starter switches. Below them is a pull-out ash tray and below the parcel shelf are three more controls, for heater, bonnet lock and fresh air inlet. Equipment includes an interior roof light with switch, but this also operates automatically by the opening and closing of the doors. There are also an interior rear view mirror, indicator lights to show low oil pressure, no dynamo charge and head lamp beam position. The dip-switch is conveniently placed for operation by the driver's left foot.

In basic models the floor is covered with a rubber mat at the front and by carpet at the rear. A sun visor is fitted in the roof peak and a single horn behind the grille. Optional extras are hide facings for the seats, side arm rests, front carpet, additional sun visor, additional horn and bumper overriders. In de luxe models all these optional extras are included. There are, however, additional optional extras for both basic and de luxe models, such as sliding roof, heater, radio, loose seat covers, protective mats, folding centre arm rest for the rear seat, clock, anti-dazzle dipping mirror, windscreen washing equipment and a fog lamp.

In short, the new Cambridge should, in one guise or another, cover a large field of varying requirements. Obviously the purchaser who requires economic motoring will be attracted by the basic model with the 1,200 c.c. engine.



Right side of the engine and independent front suspension unit, showing the position of the dynamo, coil, distributor, oil filter and dipstick.

SPECIFICATION

Engine: 4-cyl, overhead valves in line, operated by push rods and rockers. Three-bearing crankshaft. A.40 1,200 c.c.; bore and stroke 65.48 × 89 mm, 42 b.h.p. at 4,500 r.p.m.; max torque 58 lb ft at 2,400 r.p.m. Compression ratio 7.2 to 1.

A.50 1,500 c.c.; bore and stroke 73.025 × 89 mm; 50 b.h.p. at 4,400 r.p.m.; max torque 74 lb ft at 2,100 r.p.m. Compression ratio 7.2 to 1.

Transmission: Dry single-plate clutch and four-speed synchromesh gear box in unit with engine; open propeller-shaft to hypoid bevel final drive. Overall gear ratios; A.40, first 20.22, second 12.31, third 7.64, and top 5.125 to 1; A.50, 19.233, 11.714, 7.063 and 4.875 to 1.

Suspension: Independent front by wish-bones and coil springs with double-acting dampers; half-elliptic rear springs with reverse camber, double-acting dampers, and stabilizing bar.

Steering: High efficiency cam type, with 17in diameter spring-spoked wheel.

Brakes: Girling hydraulic, two-leading shoe at front, 9in diameter drums, lining width 1¾in, total friction area 121 sq in.

Wheels and tyres: Pressed steel disc with Dunlop 5.60-15in cushion tyres.

Electrical equipment: 12 volt, 38 ampère-hour battery; coil ignition.

Leading dimensions: Wheelbase, 8ft 3¼in; track, front 4ft 0½in, rear 4ft 1in; overall length 13ft 6¼in, width 5ft 1½in, height 5ft 1½in; ground clearance, 7in; turning circle, 36ft; weight, less fuel, spare wheel and tools, 20 cwt 8 lb (2,248 lb).

Prices: A.40 2-door family saloon, £458 plus £191 19s 2d purchase tax, total £649 19s 2d; de luxe, £488, £204 9s 2d, total £692 9s 2d; 4-door family saloon, £468, £198 2s 6d, total £666 2s 6d; de luxe, £498, £208 2s 6d, total £706 12s 6d. A.50 4-door family saloon, £478 plus £200 5s 10d purchase tax, total £678 5s 10d; de luxe, £508, £212 15s 10d, total £720 15s 10d.

NEW CARS DESCRIBED

The new Daimler Regency retains the familiar fluted shell associated with the marque. Twin fog lamps are mounted just behind the front bumpers, and below the main head lamps are flush - fitting direction indicators. The two small circular grilles on each side of the radiator are connected to ventilating ducts.

A Range of 3.5- and 4.6-litre DAIMLERS

REGENCY REAPPEARS IN NEW GUISE

FOR the motorist requiring a car somewhat larger than the popular Daimler Conquest, a new Regency model has been introduced which is available with either a 3½- or 4.6-litre engine. In addition to the standard Regency Mark II saloon, which has a four-door six-light body, another model known as the Sportsman saloon, with a coachbuilt four-light body, is available in both engine sizes. There is also a new limousine named the Regina on a lengthened version of the 4.6-litre chassis.

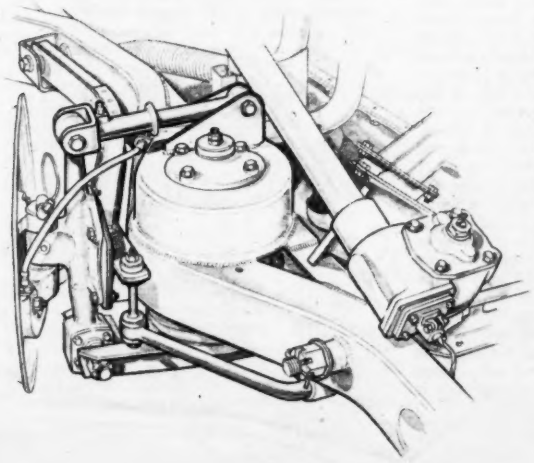
All these models are variations on two basic themes, the 3½- and 4.6-litre Regency chassis.

The 3-litre Regency model was described in *The Autocar* of October 5, 1951, but comparatively few of these cars were actually produced, and although the new Regency is on similar lines, many important features have been modified. The car is considerably lower and has a slightly longer bonnet to provide the necessary space for a 4.6-litre power unit, while redesign at the rear has provided increased luggage space. The availability of two sizes of engine provides the owner with the opportunity of choosing a power unit that is best suited to his own particular requirements.

The 3½-litre engine has been developed from the previous 3-litre power unit, which had a bore and stroke of 76.2 × 108mm (3 × 4¼in). The new engine, which has a capacity of 3,468 c.c. (compared with 2,952 c.c.) retains the same stroke but the cylinder bores have been increased to 82.63mm diameter. This change has been made without modifying the external shape of the block or altering the layout of the crankshaft, connecting rods and bearings, as there was ample space in the original design to permit an increase in bore size to be made without altering the bore centres to provide water space, but whereas on the original 3-litre engine a water space was provided all round each bore, there is now no water space for a very small section between each pair of bores.

A single iron casting forms the crankcase and cylinder block and this is flanged on the crankshaft centre line. The front and rear walls of the crank chamber are ribbed to provide stiffness for the main bearing housings, while additional webs run across the crankcase to provide housings for the two intermediate main bearings. Substantial bosses are provided at the top of the cylinder block to take the cylinder head studs. The bores are fitted with dry liners. The bottom of the chamber is enclosed by a deep cast light alloy sump. Four 2¼in diameter steel-backed white metal main bearings support the crankshaft, the front one having an effective length of 1¾in, with 2in for the rear and 1½in for the two intermediates. The 2¼in big-end bearings have an effective length of 1in. Crankshaft end location is provided by semi-circular thrust washers located on each side of the front bearing cap. The crankshaft is forged from manganese molybdenum steel and has integral balance weights. A triplex chain drives the camshaft, and a V-belt the fan, water pump and dynamo. A torsional vibration damper is bolted to the front of the pulley.

The connecting rod big-ends are split at 38 deg to the longitudinal axis so that a complete piston and connecting rod can be withdrawn through the cylinder bore. Pinch bolts clamp and locate the gudgeon pins in the little ends.



Arrangement of the links which make up one side of the independent front suspension. Note the anti-roll bar running in front of the suspension.

Chromium-plated Rings

The flat top pistons are T slotted; they are well ribbed internally and each is fitted with four rings, three compression and one scraper, the top ring being chromium plated to reduce wear. The second and third are taper faced; the bottom ring is of the slotted scraper type.

The camshaft is supported in four bearings with steel-backed white metal liners. It operates inverted piston-type tappets which, in turn, transmit the motion to rockers via tubular push rods. A skew gear on the camshaft between numbers five and six inlet valves meshes with a pinion which drives an inclined shaft, the lower end operating the oil pump, the top the ignition distributor and also the rev counter gear box.

After passing through the full-flow filter, which contains the oil pressure warning light switch, lubricant is conveyed into the main oil gallery running on the left-hand side of the engine. After lubricating the main bearings, the

NEW DAIMLERS
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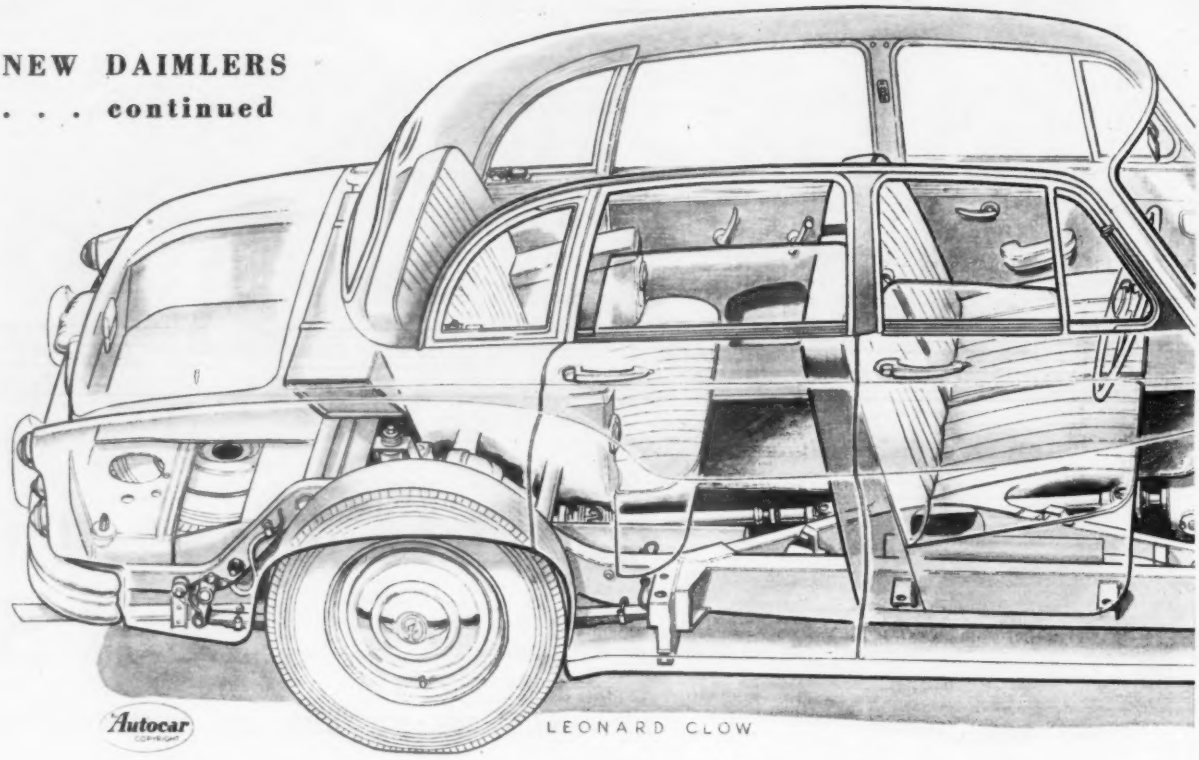


oil passes through drillings in the crankshaft to lubricate the big ends, while a small cross drilling in the connecting rod squirts a jet on to the cylinder bores. Further drillings supply lubricant to the camshaft bearings, and the timing chain receives a small jet of oil tapped from the main supply drilling to the front main bearing. An external oil pipe—the only one used in the engine—connects with a metering device on the camshaft rear bearing and supplies oil, via drillings in the head, to the rear rocker shaft pedestal, the oil passing through the hollow shaft, and to the rocker bearings via cross drillings.

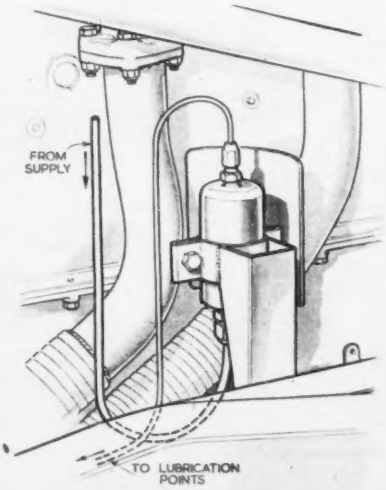
Folding picnic trays are built into the backs of the front seats.

Compared with the 3-litre's 90 b.h.p. at 4,100 r.p.m. on a 6.7 to 1 compression ratio, the 3½-litre power unit develops 107 b.h.p. at 4,000 r.p.m. with a 6.5 to 1 compression ratio, and this power output is adequate for the purpose for which the car is designed. The combustion chambers are of a modified "bath-tub" shape with the valves side by side. The tops of the combustion chambers (and consequently the valve seats) are at an angle of 7 deg to the horizontal, and there is a small squish area opposite the sparking plug. In designing the cylinder head, particular attention has been given to providing ample water space around the ports and sparking plug bosses, and seat inserts are provided for the exhaust valves. Both inlet and exhaust ports are well shaped and change from a round section at the valve seat to a rectangular section at the manifold joint face. Mixture is fed to the engine through twin side-draught S.U. carburettors supplied by the camshaft-driven mechanical pump. The manifolds contain water-heated hot spots. Twin exhaust manifolds are used, the branches each collecting from three cylinders and discharging via two pipes which join into one a short distance from the engine. The cooling water is pump circulated, and passes into the top of the cylinder block to be directed by jets around the exhaust ports and plug bosses.

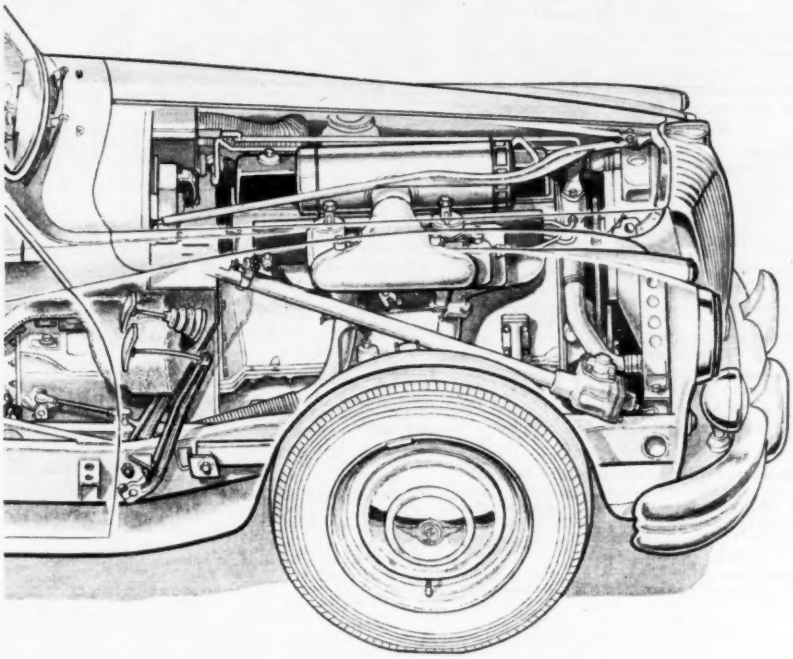
Power is transmitted to the preselector gear box by the fluid flywheel, the gears being selected manually by the steering column control lever, the actual change being performed by depressing the "clutch pedal." From the rear of the gear box the drive is continued by two short open Hardy Spicer propeller-shafts to the hypoid rear axle, a flexible support being provided at the junction of the two shafts.

The independent front suspension is by links and coil springs, and follows the Girling layout. The lower suspension arm, to which the bottom spring coil is attached, is pivoted to the front cross member some 3¼in from the centre line of the car, and trails at an angle of 12 deg; the outer end of this link joins a massive forging which supports the king pin. The upper end of this forging is jointed to a short link attached to a fulcrum point on the frame, and the outer fork end on the top link is provided with a screwed adjustment so that its length, and consequently the camber angle of the front wheel, can be adjusted. The fork end can rotate very slightly with the rise and fall of the front wheels. An arm bolted to the king pin support extends back to the chassis side member, thereby relieving the lower suspension link of loads imposed

The system of automatic chassis lubrication fitted to the Daimlers provides a supply of lubricant every time the engine warms up from cold. A reservoir mounted underneath the bonnet fills a chamber close to the exhaust pipe; as the chamber warms up expansion forces the lubricant through pipes to the chassis bearings.



The arrangement of the main components in the new 3½-litre Regency can be seen in this cutaway illustration. On the 3½-litre car a cowl is fitted behind the radiator, but when the larger engine is fitted this is unnecessary.



by brake torque reaction. Because of the use of this arm the caster angle will change very slightly with a rise and fall of the wheel, and to permit the necessary angular movement a spherical bearing is used for the lower transverse link outer bearing.

The top end of the coil spring is housed in a pressing welded to the frame member, and the telescopic dampers are placed inside the spring. An anti-roll torsion bar is fitted to the suspension and this runs in front of the wheel centre line. The steering levers extend back behind the wheel centre line and are coupled to a two-piece track rod, jointed close to the car centre line. At this point both rods are connected to the rear end of a rocking lever pivoted on to the front cross member, the front of the lever being coupled to the steering box lever by means of a transverse link.

The frame consists of two parallel box section side members swept in to provide the necessary wheel clearance at the front, additional stiffness being provided by a cruciform bracing in the centre section, in addition to the main front cross member, and two tubular cross members on the upswept portion of the frame at the rear. Outrigger brackets provide twenty body mounting points.

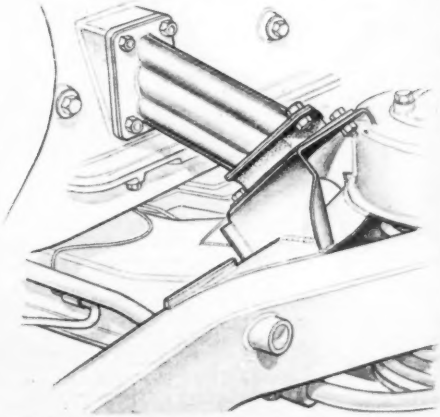
Twelve-inch brakes are fitted to both front and rear wheels with an hydraulically operated two-leading shoe system for the front drums, and mechanically operated leading and trailing shoe brakes at the rear.

The standard six-light four-door Regency Mark II saloon body follows the general lines of the previous Regency model, but is 2½in lower, and longer. It is built to the high standards of Daimler quality as regards finish and interior refinements. The internal layout is neat and very well finished, and it is refreshing to see that items such as the instrument layout are well planned. For example, the instruments have large circular dials with a speedometer on the right and a tachometer on the left; in between these are smaller separate dials for the ammeter, fuel gauge, clock and thermometer. All the small controls and switches are grouped around these dials, yet they are well spaced, so that there is no chance of feeling for one knob and accidentally operating the one next to it. On the Daimlers, not only are the knobs well spaced but they are also of different shapes; for example, rectangular ones are used for the fuel reserve, mixture control and hand throttle, round ones for the fog light and heater fan, and so on.

Upholstered in leather, all the seats are well sprung and very comfortable. There is plenty of room in both front and rear seats, with a generous amount of rear passenger leg room even when the front seats are set well back. There is also plenty of stowage space for all the small items that find their way into a car; all doors have large pockets, and there are two lockers in the facia, the one on the passenger side being provided with lid and key. There are four ash trays, and at last the pipe smoker has been catered for, as not only are the trays large enough to allow a pipe to be emptied without spilling the ash on the floor—they are even fitted with a small cross-bar to assist knocking out!

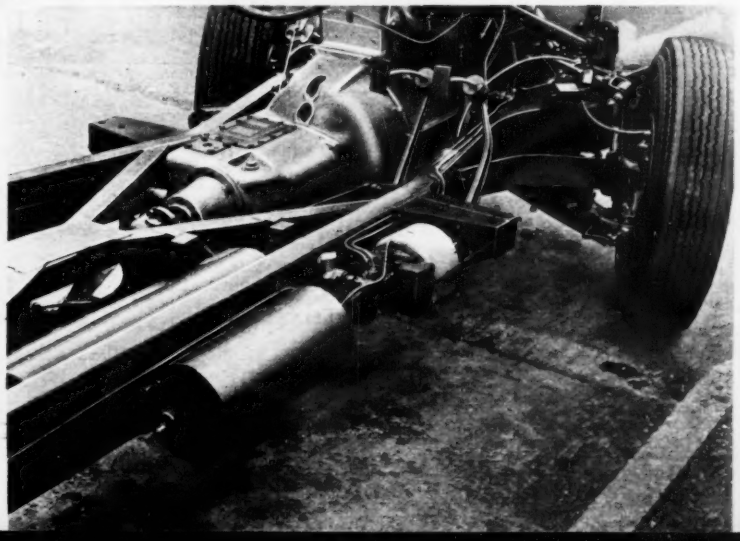
Although the external appearances of both the 3½- and 4.6-litre versions of the Regency are identical, a number of mechanical components are different. The 4.6-litre engine is a scaled-up edition of the 3½ with a bore and stroke of 95.3 × 108mm (3¾ × 4¼in) and a capacity of 4,615 c.c. The overall dimensions are slightly larger; for example, the engine is longer because of the larger cylinder bore diameter, and to enable a common radiator position to be used for both models, the fan on the 3½-litre engine is fitted with a cowl.

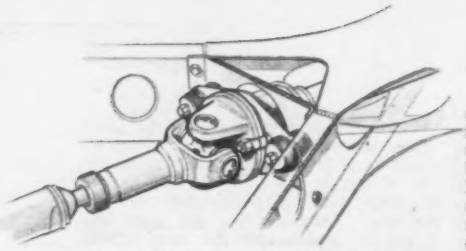
To utilize the power available, a different gear box and rear axle are used, and it is interesting to note that the third gear is a direct drive, fourth being an overdrive providing an overall ratio of 3.01 to 1 compared with 4.27 for direct third gear, and 4.3 for top gear on the 3½-litre car. Apart from a difference in ratio, the axle on the 4.6-litre car has a one-piece casing instead of a separate nosepiece, the axle



Substantial tubular brackets are bolted to the sides of the cylinder block for the purpose of engine mounting.

The vacuum reservoir tank for the servo-assisted brakes is mounted outside the chassis behind the servo motor.





A rubber-mounted centre bearing is fitted to the cruciform member to support the centre of the two-piece propeller-shaft.

NEW DAIMLERS . . . . continued

tubes being attached to the centrepiece in the normal way.

To cater for the improved performance, servo-assisted hydraulically operated brakes are used with two-trailing shoes at the front, and these are of the same dimensions as regards drum size and lining area as those fitted to the 3½-litre car. The layout of the hydraulic and vacuum arrangement is similar to that used on Daimlers previously described by this journal except that a large vacuum reservoir tank is included, this being mounted on the right-hand side of the frame behind the servo motor.

On the two four-light Sportsman saloon cars both the 3½- and 4.6-litre models have chassis details similar to those of the 4.6-litre Regency—that is, overdrive gear box and vacuum servo-assisted brakes—and for the 3½-litre car the power output of the engine is increased by improved breathing and a light alloy cylinder head. For the limousine the 4.6-litre engine is used in conjunction with a normal four-speed gear box (without overdrive), other chassis details being similar to those of the 4.6-litre Regency except that the wheelbase has been increased from 9ft 6in to 10ft 10in to cater for the larger body.

3½-litre Specification

Engine.—6 cyl, 82.62 × 108 mm, 3,468 c.c. Compression ratio 6.5 to 1. 107 b.h.p. at 4,000 r.p.m. Maximum torque 183 lb ft at 1,600 r.p.m. Four-bearing crankshaft. Modified "bath-tub" combustion chambers. Overhead valves operated by push-rods and rockers. Single side four-bearing camshaft.

Transmission.—Daimler fluid flywheel.

Gear Box.—Overall ratios: Top, 4.3; third, 6.7; second, 10.05; first, 17.6 to 1; reverse, 23.2 to 1.

Final Drive.—Hypoid axle (10 : 43), ratio 4.3 to 1. Four-pinion differential.

Suspension.—Front, independent coil springs and links; anti-roll bar. Rear, half-elliptic leaf springs. Suspension rate (at the wheel), front, 113 lb per in; rear, 142 lb per in. Static deflection: front, 8.4in; rear, 7in.

Brakes.—Hydraulically operated two-leading shoe front; mechanically operated leading and trailing shoe rear. Drums: 12in diameter, front and rear; 2.25in wide, front and rear. Total lining area: 203 sq in (104 sq in front).

Steering.—Marles cam and roller. Ratio, 18.7 to 1; 4.15 turns from lock to lock

Wheels and Tyres.—6.5-16in tyres on 16 × 5½in steel disc wheels.

Electrical Equipment.—12-volt; 64-ampère-hour battery. Head lamps, 48-48 watt bulbs.

Fuel System.—18-gallon tank (including 1½ gallons reserve). Oil capacity 12½ pints.

Main Dimensions.—Wheelbase, 9ft 6in. Track, front, 4ft 8in; rear, 4ft 9in. Overall length, 16ft 4in. Width, 5ft 10½in. Height, 5ft 2½in. Ground clearance, 6in. Frontal area, 24 sq ft. Turning circle, 42ft. Weight (with 5 gallons fuel), 4,050 lb. Weight distribution, 49.8 per cent front.

Prices.—3½-litre Regency, £1,640, plus £684 9s 2d purchase tax, total £2,324 9s 2d. 3½-litre Sportsman £1,870, plus £780 5s 10d purchase tax, total £2,650 5s 10d.

4.6-litre Specification

Details as for 3½-litre car except for the following:—

Engine.—6 cyl, 95.25 × 108 mm, 4,617 c.c. Compression ratio 6.53 to 1. 127 b.h.p. at 3,600 r.p.m.

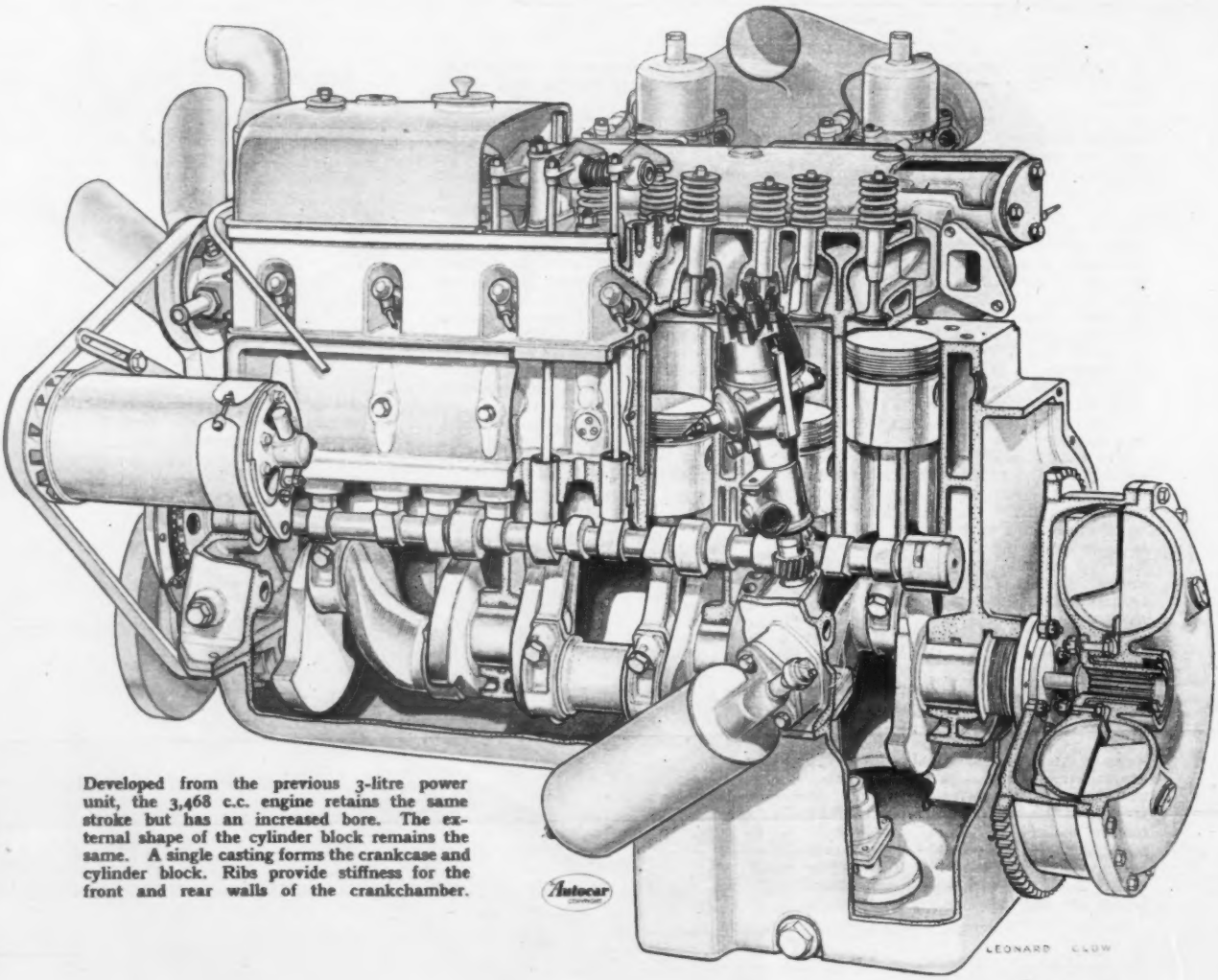
Gear Box.—Overall ratios: Overdrive 3.03 to 1; top, 4.27; second, 6.92; first, 12.81 to 1. Reverse 14.48 to 1.

Final Drive.—Hypoid axle (11 : 47) ratio 4.27 to 1. Four-pinion differential.

Brakes.—Vacuum servo-assisted, hydraulically operated two-trailing shoe front, leading and trailing shoe rear. Drums: 12in diameter, front and rear; 2.25in wide, front and rear. Total lining area: 203 sq in (104 sq in front).

Wheels and Tyres.—7.00-16in tyres on 16 × 6in steel disc wheels.

Prices.—4.6-litre Regency, £1,960, plus £817 15s 10d purchase tax, total £2,777 15s 10d. 4.6-litre Sportsman, £2,190, plus purchase tax £913 12s 6d, total £3,103 12s 6d.



Developed from the previous 3-litre power unit, the 3,468 c.c. engine retains the same stroke but has an increased bore. The external shape of the cylinder block remains the same. A single casting forms the crankcase and cylinder block. Ribs provide stiffness for the front and rear walls of the crankchamber.

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Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

French Diary

IF there had not been a full gale on the night we recently crossed the Channel I might not have had a good word to say about British Railways this year. For the night ferry crossing on a certain Tuesday was purgatory, and we were subjected to the usual mortifying experience of being herded off the ship like cattle at about half-past four, only to observe that she was still alongside at 6 a.m., by which time the queue at the French customs had dwindled to a car or two—an unprecedented delay on

Herded off.

that side as far as I am concerned. I wish the British Railways P.R.O., who leaps into the newspapers every time someone complains that the soup is cold on the four forty-five, would justify this uncivilized practice of turning people off the night ferry at an ungodly hour. And on the evidence of my own eyes and many crossings, let me tell him in advance that the necessity for a quick turn-round is not an acceptable answer. I know enough about ship turn-rounds to know that the last passenger can leave a ship two minutes before the gangway is hauled up. If British Railways cannot manage this, it is one more argument against nationalization.

Anyway, the good word: Dreading the night crossing, we turned up at Boulogne in the morning and asked if there was any chance of getting on a day boat. B.R. shrugged, added our number to a long waiting list, but said why not come along and take a chance. We did, and in spite of a crowded ship were accommodated. I have made a mental note that, convenience notwithstanding, the night ferry crossing from Dover to Dunkirk and back again is something to be avoided.

✦ ✦ ✦

Deep South

WE reached the Riviera in search of the sun exactly three weeks before we had done last year. The difference was incalculable. Nice was impossible, Juan les Pins hideous, and it was obvious that the beautiful coast —the sole attraction of the Riviera, in my opinion—must be forgone this year. We stayed an unsatisfactory night in Antibes and fled to Hyères, which is just east of Toulon. From there a quiet little beach was within easy reach at La Londe, so that we were able to get four days of sun and swimming before it was necessary to move on. At La Londe I met Yvonne and thought that my assimilation of French customs was complete when I was called upon to kiss her grubby little face upon introduction. I have since been told that I should have kissed both cheeks instead of one. Yvonne supervised my purchase of a shirt, staring wide-eyed at me and no doubt wondering how anyone so grown-up could speak her mother tongue so much worse than she did.

✦ ✦ ✦

Nocturnal Noises

IF one is awakened by noise during the night, the selection of a hotel in France should be made carefully. It is easy enough to ensure that one is off the main street, but what may well be a quiet street during the day can be-

Bedlam.

come bedlam at night if it is on the heavy lorries' route. Heavy vehicles are given a bypass route for most French towns and a check can be made if there is plenty of time to spare.

There are two reasons why the noise is troublesome in the south; one is the great heat which makes shut windows impossible, the second the fact that most heavy lorry exhausts on the Continent are taken vertically into the atmosphere.

✦ ✦ ✦

Roving to Fame

HAVE you noticed how the Rover company have obtained valuable publicity, apparently with no special effort on their part, through the Land-Rover's being regarded in many quarters as a *type* of vehicle instead of a specific make? For instance, if Royalty uses a Land-Rover for a ceremonial event the newspapers mention the make, whereas if a saloon or open car of normal pattern were employed the make would not be given. It appears, however, that the B.B.C. have rumbled this; in a television pro-

Rumbled.

gramme from the radio show the commentator referred to these versatile machines as "land vehicles," though it sounded as if he had just stopped himself saying "Rover."

✦ ✦ ✦

Stickers

APART from the fact that they are illegal because they block the driver's view, windscreen stickers must be embarrassing things, from their ability to stick at all costs. It is, perhaps, annoying to drive about in midwinter with a tattered, barely decipherable direction to the Blankshire Flower Show hanging in strips from the glass; or a yellow label entitling one to enter the enclosure at a certain display which everybody else forgot about months ago. It is rather beyond a joke, though, to be forced to carry a red "Sold" label in the top left-hand corner of a car which has obviously had several months on the road; I saw such a penance being undergone by an owner the other day.

✦ ✦ ✦

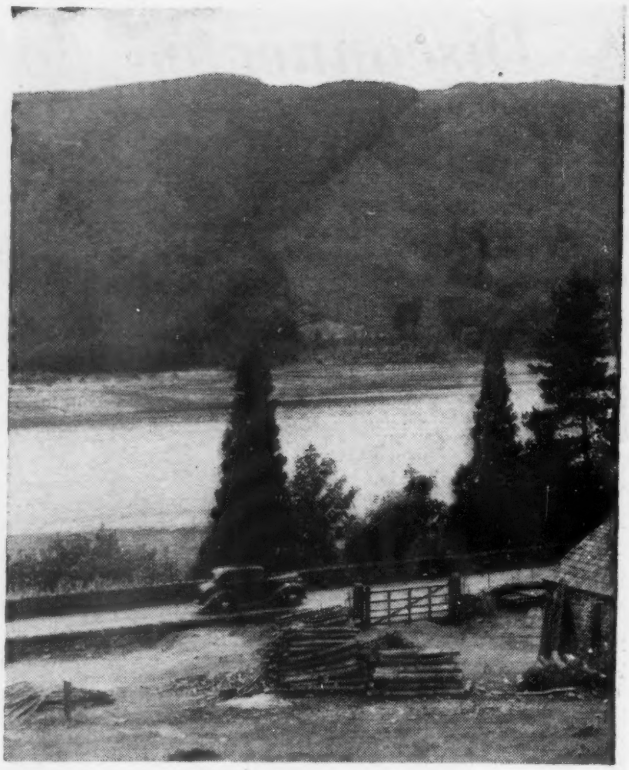
Disco Vibrante

LITTLE things stress the insularity of our nation. British roads have surfaces of a quality that is almost unequalled; even minor roads are near-perfect of surface. Continental roads are nothing like so even, and in hot weather many of them suffer from running of the top surface down the camber, which results in a wavy edge for miles and miles. There is also *pavé*.

Several British cars have hub discs, or nave plates, which are insufficiently rigid with the mounting system chosen, and the result is that they flex over such surfaces and chatter irritatingly against the wheel itself. On British roads this trouble never occurs. A hub disc about nine inches across with a three-stud fixing is guilty of it, as also is one of smaller diameter with four-stud fixing, because it is too near the wheel. Fairly obviously, the designer's experience—and consideration—were limited to British roads.

E

Winter wood-pile; on the shores of Thirlmere, Lakeland.



CORRESP

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Steering

The Relationship Between Lock and Sensitivity

[65932.]—When I read your Road Test specifications, I always note with particular interest three figures—the number of turns of the steering wheel from lock to lock, the turning circle, and the wheelbase. I feel that these figures are of primary importance as they indicate the actual manœuvrability of the car. This is important, of course, in any road situation where a quick change of direction is vital.

Considering in more detail the factors of steering wheel lock and turning circle, it is these which determine the actual sensitivity of the steering on any car. They must, of course, be considered together to be meaningful, and here, I think, some chance of misunderstanding exists. Suppose that someone reads or hears that car A has very sensitive steering, requiring only 2½ turns from lock to lock. Then he notes that car B also gives 2½ turns from lock to lock in the specification. He might assume that B steers as quickly as A. But what if A has a turning circle of 30 feet while B requires 36 feet to make a circle? It is then obvious that car B will not respond as quickly to a given turn of the steering wheel as will car A.

It is necessary, then, to consider both steering lock and turning circle in evaluating steering sensitivity. This brings up another problem. Suppose we wish to compare this factor in two cars. One has a steering lock of 2½ turns and a turning circle of 36 feet; the other requires three turns but will turn in a 33-foot circle. How do we compare their steering sensitivity exactly? To do this I propose that a third figure, the actual steering ratio, be given. This can easily be calculated by dividing the angular distance of one complete revolution of the steering wheel or 360 deg, by the angular movement of front wheels about the kingpins, produced by one turn of the wheel. Thus, if during one revolution of the steering wheel the wheels are rotated 30 deg, $\frac{360}{30} = 6$ and the ratio is 6 to 1.

This figure would make possible an exact comparison of the relative steering sensitivities of any two cars.

Rochester, 18, New York. ROBERT E. LOGAN.

Corrosive

The Damaging Effects of Salt

[65933.]—I think that the following comment will be of interest to all motorists. A big salt combine is advertising, to the borough and urban councils, ground rock salt. This, as all motorists know, is most detrimental to their cars. Not only does it ruin the plating in a matter of minutes, but it adheres to the underside of the chassis and panels and it rapidly eats through any protection—even through the metal itself.

There are better methods of clearing roads of snow than by spreading salt. Why not the proper use of mechanical brushes or, when it is caked, the application of grit and gravel? I think all motorists should protest against the use of salt for this purpose and representation should be made to the motoring Press and motoring organizations and to the Ministry of Transport. R. E. F. HARWOOD.

Harrow, Middlesex.

Modern Finishes

An Example of the Worst Type

[65934.]—Your editorial "Finishing Touches" (*The Autocar*, September 3) about the finish of present-day cars is unfortunately only too true. My car, a product of one of the biggest groups in the country, is now seven months old and cost over £1,300.

The chromium plating on several of the bonnet and body strips had deteriorated three weeks after I had the car. When I tried to pull the floor carpet up, the press buttons stayed on their studs and the carpet tore away from the press buttons. On the first application of an abrasive cleaner I rubbed straight through the black paint and the white undercoat is now showing (I have been cleaning cars for nearly 40 years, so I know about the uses and misuses of abrasive cleaners).

Over 20 years ago I ran two cars made by this fine old firm and it is very sad to me to compare this present shoddy finish with the fine workmanship that used to be synonymous with a great name.

What is even more disturbing, and this is the point of my letter, is that the agents (and presumably the manufacturers) are not in the slightest degree upset or concerned about these complaints, although they agree they are justified; they just shake their heads and say the finishes today are not what they were.

So far, the only result I have had is one new chromium strip, out of the three ordered six months ago, and not even an acknowledgement or apology about the defective paintwork.

Surely the manufacturers have not still got their heads in the air to such an extent that they can afford to ignore the damage (however unwittingly) done to their reputation by the existence of a disgruntled customer with legitimate and unsatisfied grievances. KUNI.

Birmingham, 13.

Trouble on Tow

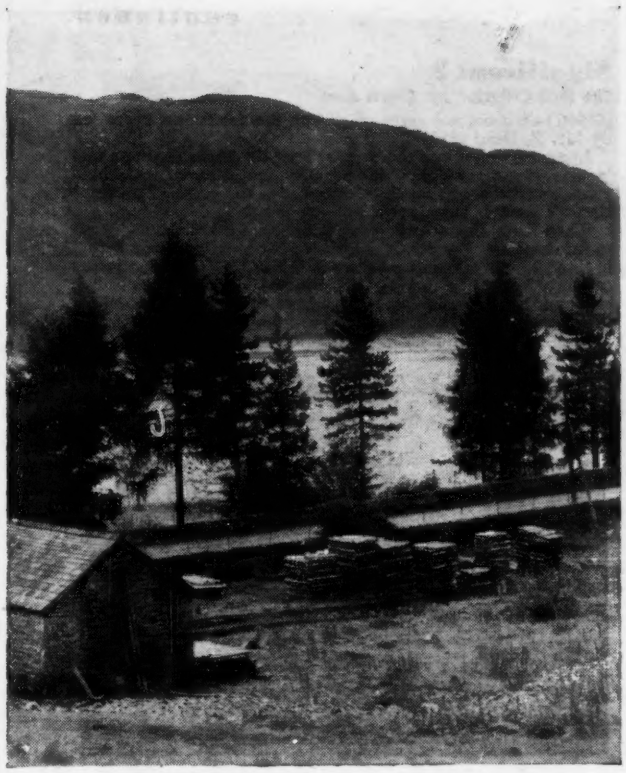
True Caravanners are Not to Blame

[65935.]—I think that, perhaps, Mr. R. Hardaker [65893] is prejudiced against caravans.

Commercial transport and buses are necessary, admittedly, and the caravans are not; but, although both are normally driven by considerate drivers, my experience shows that caravanners are usually much more courteous than the commercial drivers.

As regards the caravan's owner being unable to see behind him, this is illegal, and the police are very strict on caravanners being able to see what is coming behind. Normally, too, most caravanners who are *real* caravanners (I stress the real, for so-called caravanners who hire caravans are never so courteous as people who own them), will, if they notice a long line of traffic behind, pull into a lay-by to let it pass.

Surely this type of caravanner is not such a menace as the



ONDENCE

driver who ambles along at 25 m.p.h. swerving from side to side, and occasionally pointing with his hand full length out of the window? D. G. PORTER.
Bournemouth, Hampshire.

Small but Good

A Small-engined Quality Car

[65936.]—The Scribe, in your issue of September 17, draws attention to the gradual disappearance of the small-engined car of quality. With this I agree, but has he tried the M.G. ZA Magnette?

Unfortunately, I do not think there has been a Road Test of this car, but I know someone who runs a Bristol and has recently acquired a Magnette, which he described to me as the "small Bristol." Furthermore, he found the Magnette hard to fault. This is particularly the case when prices of the two cars are compared. D. F. J.
London, S.W.1.

Speed Possibilities

The Cushioning Effect

[65937.]—In his remarks on driving a car at a wall, Mr. R. D. Watson [65868] ignores the cushioning effect of crumpling metal.

In 1942, during the blackout, I was riding in a 1930 Austin Seven tourer, which met a lorry standing broadside across the road. We were travelling downhill at about 50 m.p.h. and hit the lorry chassis frame just behind the rear wheels. The car was written off; my friend and I escaped with minor cuts and bruises.

Examining the wreckage next morning, we found that everything that could bend had bent. Front axle, radius arms, wheels, chassis frame and body (including the back) were twisted and bent; even the manifold studs were sheared; people who saw the wreck marvelled that anyone could have come out alive.

We decided that if we had been travelling at a more reasonable speed we would probably have been seriously injured as the structure would have remained rigid.

While 50 m.p.h. is not a high speed, one must remember that the old type Austin Seven was a lightly built car; a more robust machine would require a higher speed of impact to achieve the same gentle result.

My own mileage averages 15,000 a year, covered at as high a speed as vehicle efficiency and road conditions allow; I have a full no claim bonus. Speed alone is not dangerous, it is speed combined with inexperience that causes most of the high-speed crashes. RAYMOND HOLE.
Godalming, Surrey.

Visibility

The Importance of a Good Driving Position

[65938.]—I refer to your editorial "Inside Information" (August 27), letter [65909] and the extreme difficulty many drivers of British cars seem to have in seeing the road—not only drivers of the cheaper cars, either. I know an owner of an expensive and internationally famous car who has to peer out between the rim of the steering wheel and the bottom of the windscreen. If one watches ten cars pass along the road, nine of the drivers will be noticed to be straining their heads upwards.

After an hour of such driving, the poor souls find it physically impossible to continue in this absurd posture and the head returns to a more normal position. The result is that they find it difficult to see the road nearer than about 30 yards in front of the car, and I feel that many of the accidents attributed to "errors of judgment" are owed to this cause.
Avening, Gloucestershire. W. G. SOPER.

Flashing

What is the Meaning of the Code ?

[65939.]—Is it not time that the "flashing" code used by transport drivers was made either legal or illegal? None of these signals appears in the Highway Code, yet to travel on a trunk road after dark (and sometimes in daylight) without understanding what is meant by rear lights flashed on and off, all lights extinguished for several seconds, head lights flashed sometimes slowly, sometimes erratically, is to court danger.

Only a month ago, following a fatal accident, a lorry driver gave as his defence, "Well, I flashed my lights and he kept coming!"

I do not know the meaning of these signals nor do hundreds of other road users; perhaps one of your transport driver readers would enlighten us. C. W. GASKIN.
Stone, Staffordshire.

Trials Special

Information Required on a Mountaineering De Dion

[65940.]—I remember meeting an Englishman, whose name I cannot recall, in Switzerland, in about 1922. He showed me some awe-inspiring photographs of himself in a specially made De Dion car, climbing mountains in the French and Swiss Alps. He told me he had had the car specially made by De Dion's in about 1910, I think, for mountain climbing where there were no roads.

The car had much larger back wheels than front. Perhaps someone could tell me more about this good, old-fashioned bit of British private enterprise? G. DE JONGH.
Crawley Down,
Sussex.

Prices Abroad

Reasons for the Variations ?

[65941.]—Letter [65702] complaining of the varying prices at which different makes of British cars are retailed abroad has just come to my notice.

Having bought cars in different parts of the British Commonwealth I had already noticed the irregularity, though most of the people living in those places are unaware of it and may pay higher prices for the cheaper cars.

I can see only two possible explanations. The prices which manufacturers charge to their concessionaires are not correlated with the retail, tax-free prices in England. I think this explanation is the less likely of the two. The second possibility is that some (or all) of the concessionaires are not satisfied with the normal dealer's profit of between 30 and 40 per cent, and charge a further sum varying with the appetite of the concessionaire

CORRESPONDENCE . . . . . continued

and the ignorance of his customer. The informed buyer will first find the true retail price from the columns of, I hope, *The Autocar*, and will ascertain how much his seller proposes to add to this under the heading of "freight and duty."

I have sometimes wondered whether the manufacturers know that their efforts to cut prices may result in a larger profit for the dealer, not in a cheaper car for the buyer.

Vacoas, Mauritius. E. B. SIMMONS.

Service

In Praise of Kindness

[65942.]—I should like to endorse the remarks of Mr. J. H. R. Hay in his letter [65898] concerning the service of the motoring associations.

My family and I had a similar experience late on the night of August 19, when we were stranded with ignition trouble at Little Witley, on the road from Tenbury to Droitwich (Worcestershire). Within a short while of telephoning the A.A., a representative of the firm of Falsam Pitts, of Droitwich, arrived. He soon located the trouble and took very considerable care to effect a temporary repair, as a result of which we were able to continue on our way. I have nothing but praise for the service of the A.A. on this occasion, and for the able and courteous representative of the firm concerned.

Barnt Green, Worcestershire W. H. M. SPARKS.

Poor Starting

Excessive Upper Cylinder Lubricant

[65943.]—In the "Readers' Service" section of the issue of July 30, you deal with the subject of poor starting in an engine which is still hot after standing for a short time. Mr. Thursby Pelham, too, in his letter [65864] of August 27, describes how the trouble was cured in two cars by replacing faulty ignition coils.

The same trouble disappeared from my 1948 Vauxhall Velox when I reduced the proportion of Redex upper cylinder lubricant from one shot per gallon to one in four gallons of petrol.

Winfrith, Dorset P. R. BOUCHER.

Supercharging

Troubles That Emerge with Usage

[65944.]—It was interesting to read in a recent issue (April 30, 1954) of the installation of a supercharger in a Bristol 403. It would be interesting, and perhaps instructive, to hear from the owner whether, after a few months' use, he is as enthusiastic now about this modification as he was at first.

I have considered fitting a supercharger to my present car, which is of the same capacity but not quite the same performance as that of the 403, but I have hesitated in view of the rather high cost today. Are there hidden snags in the system, such as excessive belt wear, lubrication difficulties, and so on—snags that become apparent only after some months of day-to-day use? The number of second-hand but "nearly new" superchargers one sees offered does seem to suggest this. Somebody has perhaps been disappointed and found that better acceleration and more power are only part of the supercharger picture. In short, are present-day belt-driven superchargers as good in practice as they are on paper? D. B. B.

Surbiton, Surrey.

Wheelbase

Out of Date Method of Fare Assessment

[65945.]—I am the owner of an A.C. 2-litre saloon, and am thinking of taking it to France. I have checked on the cost of using the British Railways ferry, and think very badly of their use of the wheelbase to assess the fare. Had I an Armstrong Siddeley Sapphire, weighing nearly 3,500 lb and with a length of 16ft 1in, or a Lagonda (3,550 lb, 16ft 4in), I would be charged £18 return; as my car weighs but 3,000 lb and is only 15ft 4in in length, I am to be mulcted to the extent of a further £6 because my wheelbase is 3in over the 9ft 6in.

All this is very sad indeed, and I feel that I am being robbed. However, I am assuming that I may fit my pass lamps on 2ft stalks, together with a luggage grid on a 5ft cantilever, giving my car a total length of over 22ft, making it and me a couple of confounded nuisances, and not even British Railways will object.

Surely this wheelbase idea is out of date? G. H. LONG.

Carshalton, Surrey.

Significant ?

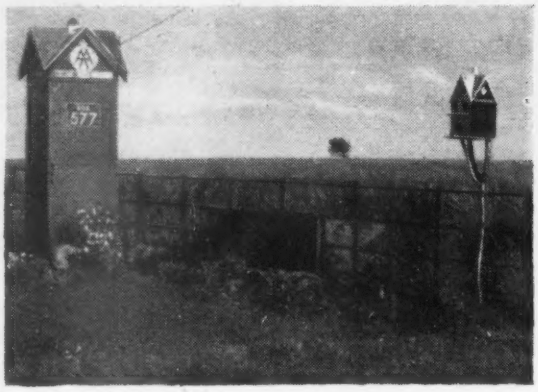
The Real Criterion for Sports Cars

[65946.]—I could not agree more with the sentiments expressed by Mr. B. Head [65914].

I have no doubt that there are at least six makes of sports cars in this country which, "hotted up" and streamlined, could equal or exceed 190 m.p.h. But what is the point of all this? Records such as these mean nothing today.

When I and, I am sure, many like myself, amass enough cash to purchase a sports car, it will be a make that has proved itself in hundreds of the toughest races in the world. To sell a sports car successfully, the very name of the make must conjure up the smell and noise of the pits, the snarl of exhausts and the scenery of such places as Le Mans, Monte-Carlo, and so on.

Bexhill-on-Sea, Sussex. F. R. B.



The bird box referred to in the letter below.

In Miniature

An Annexe to the Telephone Box

[65947.]—Passing along the road from Darlington to Barnard Castle the other day, near the village of Whorlton, I came upon the usual A.A. box, when I noticed hard by a replica in miniature. Known locally as the Whorlton Bird Box, it seldom fails to attract the attention of passing motorists and has become the object of great admiration. Obviously the local A.A. patrolman is an ardent bird lover and takes a great deal of pride in his post. He has created a little wayside garden to beautify the surroundings of his box. The accompanying photograph may be of interest to your readers.

Darlington, Co. Durham. JOHN G. CRAWFORD.

Ichabod

Can the Javelin Be Saved ?

[65948.]—With reference to the recent correspondence on the passing of the Jowett Javelin. Must it pass? Suppose a large percentage of Jowett owners put £10 in the kitty for the use of the firm, would it suffice to enable one of the oldest concerns in the industry to produce cars?

Can someone who is known in the motoring world start something on these lines? I will be pleased to contribute and will expect to save the money on second-hand value if ever I have to part with my Javelin.

The people who produced this car deserve such a gesture.

High Wycombe, Buckinghamshire. W. LEWIS.

Required

Readers' Experiences

[65949.]—I am considering buying a new Ford Consul or Zephyr, a Vauxhall Velox or Rover 75, but as there are few of these cars in this city, it is difficult to obtain information on their general performance. I would be very grateful if any of your readers would let me know of their experience with these cars, regarding petrol consumption and general serviceability. If anyone should wish to include any other information I would be very interested to read it, whether the comments were adverse or favourable.

Alberta, Canada. JOHN G. MCDONALD.

[Letters will be forwarded.—ED.]

FIRST AGAIN

SHELL X-100 MOTOR OIL

leads!

GOODWOOD

Madgwick Cup

1st COOPER BRISTOL *F. R. Gerard*

500 c.c. Race (A)

1st KIEFT *Don Parker*

2nd COOPER *Stirling Moss*

(Subject To Official Confirmation)

The SHELL X-100 MOTOR OIL used by these cars is exactly the same as sold at your garage.

You can be sure of SHELL

Four Thin-wall bearings by

GLACIER
REGD. TRADE MARK

. . . supplied to the makers of four of Britain's most popular cars.

THE GLACIER METAL COMPANY LIMITED
ALPERTON, WEMBLEY, MIDDLESEX

The largest manufacturers of plain bearings in Europe.

ACCESSORIES

The "X" tread pattern used for Consul and Zephyr tyre sizes by Michelin, on a normal carcase.

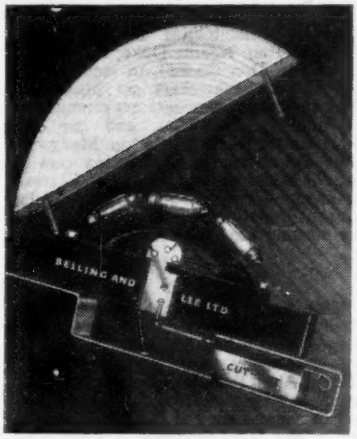
Consul and Zephyr Tyres

AFTER the introduction of the Ford Consul and Zephyr, tyres of small size were made available by the Michelin Tyre Co., Ltd., Stoke-on-Trent, Staffordshire. These were of their Super Confort tread pattern and although providing a good road grip, they were rather noisy. Although they did not squeal the steel bodywork acted as a sound box, transmitting a growling noise into the cars. To overcome this the company put into production earlier this year new tyres of normal construction but with the tread pattern used in their "X" tyres, in which the cuts in the tread—or "stop notches"—are more spread out. They do not have the wire-wound carcase of "X" tyres.

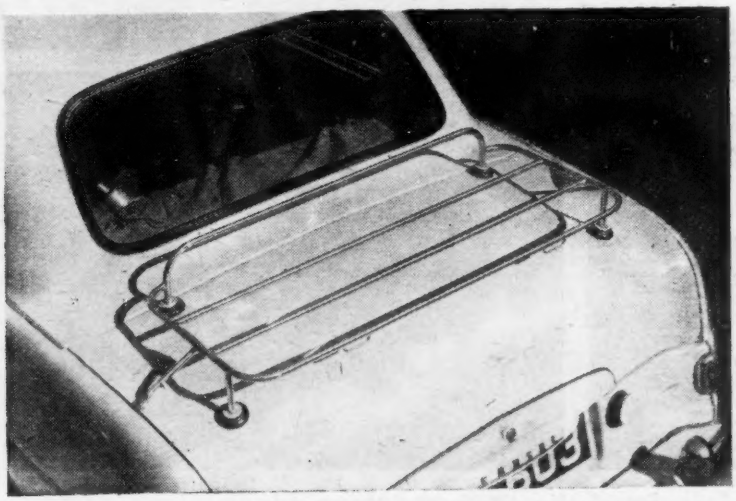
Reference to these new tyres was made in an article in *The Autocar* of May 7, 1954, when it was stated that it was not possible to make full comment because the new treads had been introduced so very recently. Now it can be said after extended test that the new treads are very much more quiet, being quite comparable with other tyres in this respect, and that they do provide an excellent grip on slippery *pavé* and in other adverse conditions, both as regards wheelspin and sideslip. A set has now been tested over some 8,000 miles on a Consul, and there is every indication that they should reach the 19,000 miles achieved by the original set.

Grease in Tubes

ONE of the heavy duty universal greases, suitable for all chassis points, which were mentioned in recent articles on home servicing, was Shell Retinax A. This is now being distributed in 1 lb tubes at 3s, a very convenient way of keeping grease and filling guns, through Shell and B.P. garages.



The Belling and Lee winking indicator with its three bulbs.



The Derrington tail rack for extra luggage on a Ford Consul. Side clamps, like those of a roof rack, are used.

Existing side lamps are used in securing the new James Neale mirror.

Ready-made Mounting

A NEW wing mirror by James Neale and Sons, Ltd., Graham Street, Birmingham, 1, is for Austin and Rover cars. The pillar is slotted at the bottom, and this slot fits round the strong screwed mounting of the side lamp on either the right or left side.

This M42-1205 mirror costs 16s 6d. It is convex, has a 4in lens, and is chromium-plated on brass, being therefore rust-proof. It seems a useful idea to avoid making new holes in bodywork by using the side lamp, as that has a strong mounting which should be fully adequate for the additional task.

Winkers Substituted

WINKING indicators which fit into the place of the moving arm traffic indicators fitted to many cars are shortly to be introduced by Belling and Lee, Ltd., Great Cambridge Road, Enfield, Middlesex. The existing wiring and facia or steering column switch is used with them, and the occulting mechanism which makes the signal wink is built in. There are three 12-volt festoon bulbs, and failure of one of these does not affect the others.

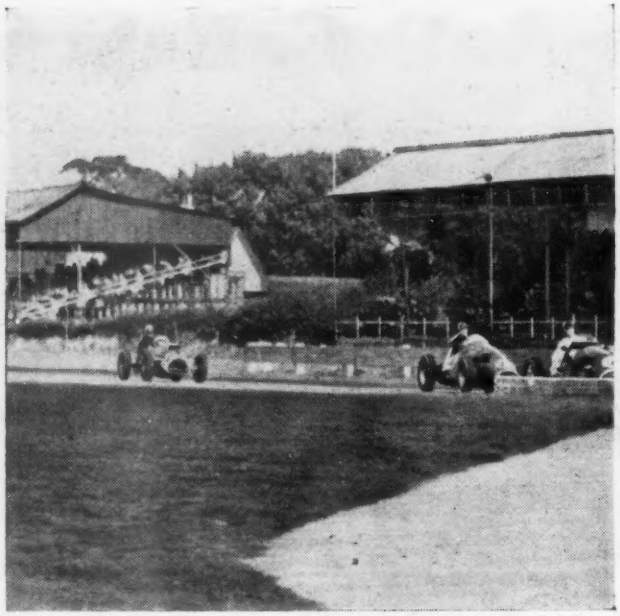
Tail Rack

A CHROMIUM-PLATED luggage rack for the flat top of Ford Consul and Zephyr luggage lockers has been introduced by V. W. Derrington, Ltd., 159, London Road, Kingston-on-Thames, Surrey. It has a flat platform, a forward surge rail against braking forces, and is secured at the sides by a pair of clamps. The price is £8 8s.

In place, it looks very smart and introduces a sporting note. The speculation arises as to whether a car with so large a locker might be somewhat tail heavy with a big addition of luggage, and whether a roof rack might be better. But when the convertible model is touring with a large party, the rack could make a useful contribution of stowage space: an outside mirror would be needed by the driver, as his direct view would be blocked.

LAST 1954 GOODWOOD

EXCELLENT RACING AT END OF SEASON MEETING



Gerard's Cooper-Bristol leads Keen's Cooper-Alta and the rest of the field through Paddock Bend in the Madgwick Cup race.

FINE racing in cold but fine weather was the keynote of the last B.A.R.C. Goodwood race meeting of the season on Saturday. The Goodwood Trophy went to Stirling Moss, at the wheel of the works-entered Maserati, and he was very narrowly defeated indeed in the formula 3 race by Don Parker. The *formule libre* Woodcote Cup event was won by Peter Collins in the Ferrari Thin Wall Special, who defeated Ken Wharton in the B.R.M. and all the formula 1 contestants. Unquestionably the star of the two sports car races was Roy Salvadori, winner of them both, one in a Maserati, the other in a Jaguar.

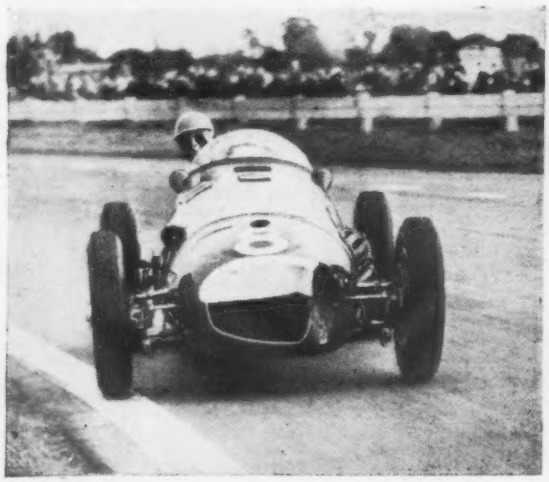
Altogether a good spectacle, and one watched by an enthusiastic though not exceptionally large crowd. The organization worked like clockwork, and not even the traffic seemed to present a problem—a fitting finale to the Goodwood season.

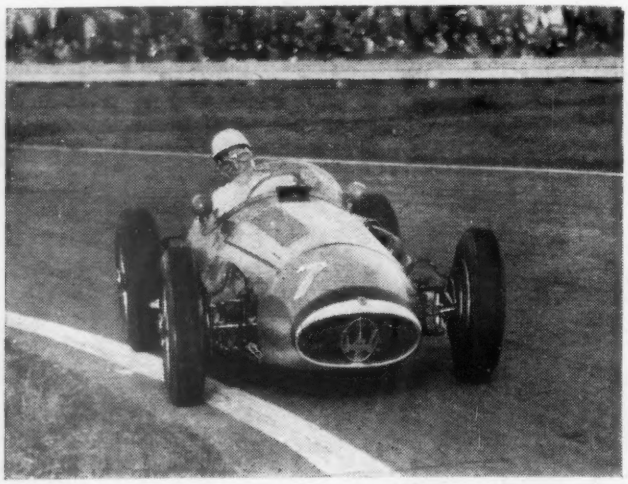
ALTHOUGH there was a good deal of cloud scudding across the sky under the influence of a cold breeze, sunny intervals improved the day as the crowd at Goodwood awaited the start of the first event. The usual animated crowd thronged the paddock in a manner perhaps intentionally reminiscent of Brooklands; among them, lost in the throng, were such notabilities as H.M. King Feisal of Iraq, Neville Duke, Roger Bannister and Don Cockell, to mention but four. The bookmakers got busy with their chalk, the commentators commenced exchanging pleasantries, and the cars came out for the first race (the Madgwick Cup, for unsupercharged racing cars of under 2-litre capacity). The Klaxons sounded, Clerk of the Course John Morgan looked anxiously at the sky—and the meeting began.

Gerard the Star

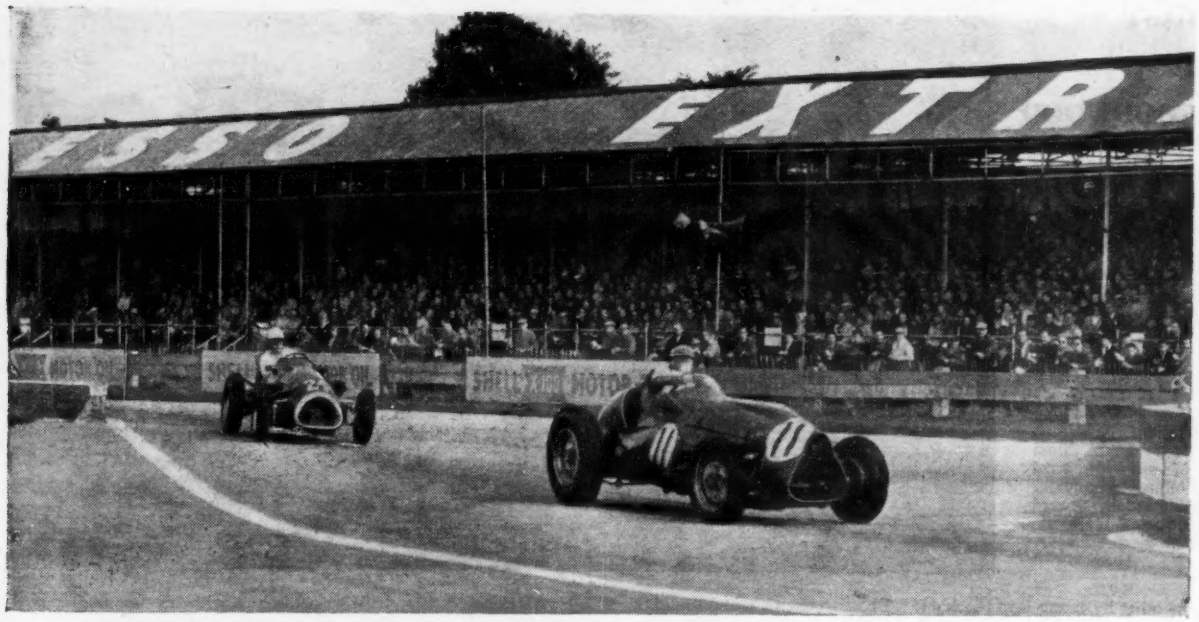
This race was dominated by Bob Gerard and his remarkable Cooper-Bristol, who led throughout. At first he was chased by Mike Keen in Chase's Cooper-Alta; then Keen was passed by Beauman's Connaught and, in endeavouring to repass, entered Woodcote Corner much too fast, executing a very long drawn out manœuvre on the grass and backward across the track. Nevertheless, he retained his third place; but nothing could disturb Gerard or, for that matter, Beauman.

Next came the principal 500 c.c. race; these events are always hard-fought, but this one was to prove perhaps the best ever. The front row of the grid comprised Moss (Cooper), Russell (Cooper), Parker (Kieft) and Brandon (Cooper), and at flagfall it was Brandon who led away. Moss, unusually, got a bad start and lay fourth after one lap, behind Brandon, Parker and Russell; and a slight mix-up on the second lap put him back to sixth place, Bueb (Cooper) and Bicknell (Revis) having now come up in order and Parker snatching the lead. After three laps Moss was up to third; four laps and he was second, harrying Parker, and now Russell was out of the running and Mike Keen (Cooper) had gone straight on through the wall of the chicane. All through this race, the first four cars were



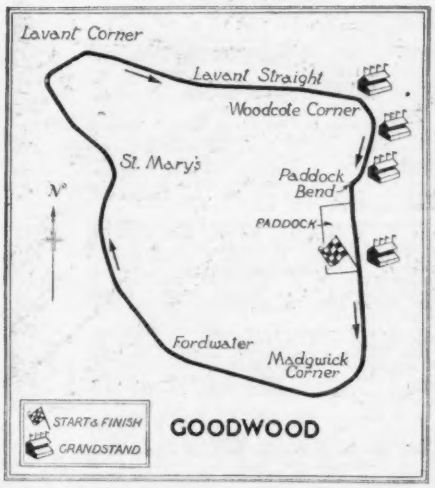


Two minds with but a single thought. Peter Collins (Vanwall, left) and Stirling Moss (Maserati, right) demonstrate the art of the four-wheel drift during the Goodwood Trophy race, at the bend called Fordwater.



almost touching; on the last lap Moss made a final bid for the lead, but Parker had just a fraction more in hand—and as they swept up to the chequered flag the Kieft got home by a bare fifth of a second, while Bicknell and Bueb were third and fourth. Less than a second and a half separated first and fourth men! Moss broke the formula 3 lap record in this race with a lap in 1m 43s, 83.88 m.p.h.

Now the crowd was pleasurably on its toes, and as the 2-litre sports cars emerged from the paddock cries of "Two to one Salvadori" could be heard from the bookmakers. Salvadori was driving the Gilby Engineering sports Maserati against the not inconsiderable opposition of the Cooper-Bristols of Crook and Alan Brown, and the Lister-Bristol driven on this occasion by Stirling Moss. Crook led away, but Salvadori and Moss passed him on the first lap; the Maserati (or Salvadori, who seems to have a flair for Goodwood) was going much faster than of late, and although Moss did all he could with the Lister, the Italian car got the verdict by three-fifths of a second. Moss, however, got the fastest lap, one-fifth of a second *slower* than his new 500 c.c. record; this is a sharp reminder of how half-litre speeds have risen during the last few seasons. A feature of this race was the way in which Alan Brown, starting well back on the grid in the sports Cooper-Bristol, streaked through the field when the flag fell to harry and finally pass Crook, gaining third place.



The main event of the meeting lay next on the agenda, the 21-lap (50-mile) race for formula 1 cars for the Goodwood Trophy. Among the contestants were Moss, Salvadori and Rosier (Maseratis—unfortunately Wharton's had sheared its oil pump drive in practice), Parnell (Ferrari), Collins (Vanwall Special, now with 2½-litre engine), Gerard (Cooper-Bristol) and Beauman (Connaught). The majority of the entries were made up of British 2-litre cars; an interesting newcomer was Paul Emery's latest Emeryson, with 2½-litre Alta engine and fuel injection, and an all-up dry weight of under 11cwt. Fuel injection (on the S.U. system) was also in evidence on several of the Connaughts and the Cooper-Alta entered by R. J. Chase.

Parnell Leads

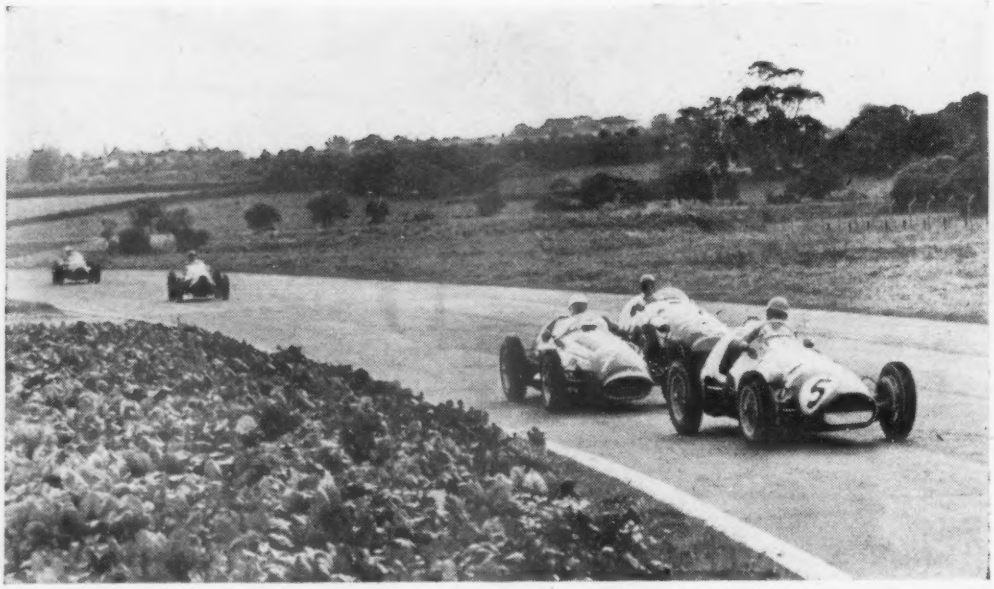
In the front row were Moss, Collins, Gerard and Parnell, and at the word go it was Reg Parnell's red Ferrari which surged forward into the lead. Round Madgwick and Fordwater, and he still led; but before the cars reappeared within sight of the main grandstands Stirling Moss had urged his red Maserati through to the front, followed by Peter Collins in the Vanwall. Fourth lay the irrepressible Gerard, and fifth, Salvadori's Maserati. Two laps, and Salvadori lay fourth; and alas, after three laps Parnell slowed and disconsolately turned the Ferrari into the paddock—once again a piston had collapsed.

From then on the race settled down, with Moss driving impeccably and pulling out a considerable lead; and in the process putting in the fastest lap ever by a formula 1 car at Goodwood (1m 33s, 92.90 m.p.h.). The Vanwall went very well to hold its second place, but was less steady on corners than its rivals. The Emeryson lay ninth for three laps, but then retired; Rosier's Maserati was well back, submerged in smaller cars, and the real interest in the later stages (apart from the constant admiration excited by Moss' performance) lay in the terrific battle for fourth place between Gerard's Cooper-Bristol and Don Beauman's Connaught. Beauman came up well from a poor start, harried Gerard hard until he got by on the fourteenth lap, and was then forced to give way again only three laps from the end. But he had the last laugh, for Gerard received five guineas for his fourth place, while Beauman acquired fifteen—for the first 2-litre car to finish (not qualifying for any of the place awards).

Salvadori, not content with having won the 2-litre sports car race, now set about repeating the performance in the unlimited capacity counterpart, this time at the wheel of an *Ecurie Ecosse* Jaguar XK120C. He led, in fact, throughout; but it was no easy victory. Masten Gregory, at the wheel of his 4½-litre Ferrari, painted in the American racing colours of white and blue, chased him very hard; and for the first three of the five laps it seemed that Mike Hawthorn, at the wheel of Joe Kelly's new four-cylinder 3-litre Type 750S Ferrari, would be a likely winner. He came up very fast to lie third after one lap and passed Gregory on lap 3; but then the rear axle went, and Mike stopped out in the country. Abecassis went very well in the Jaguar-engined H.W.M. to finish third, as did Desmond Titterington of Ireland in the second *Ecurie Ecosse* Jaguar, in fourth place. Protheroe overturned his Jaguar XK120, but emerged unscathed.

Last but one of the events, and the race for which most of the crowd was now waiting, came the Woodcote Cup *formule libre* 10-lap race. In this were the Maseratis, as before; now the Vanwall was to be driven by Mike Hawthorn, while Peter Collins was to drive its larger stablemate, the modified 4½-litre Ferrari designated the Thin Wall Special. And then there were two B.R.M.s, both of the latest model, one to be driven by Ken Wharton,

LAST 1954 GOODWOOD continued



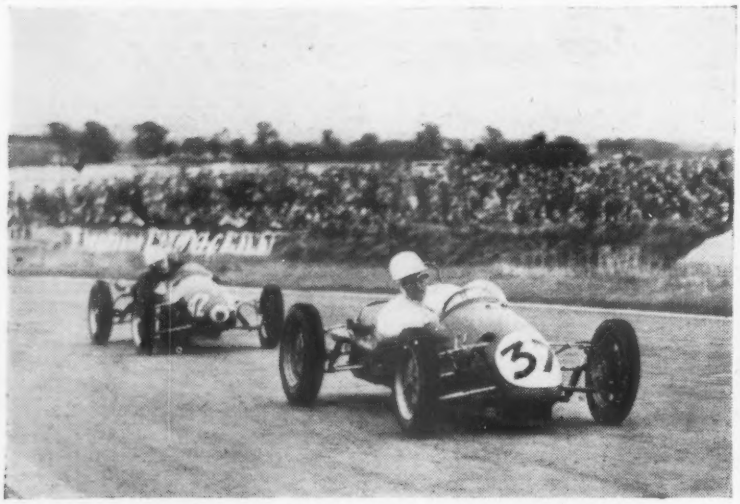
Approaching St. Mary's on the first lap of the Goodwood Trophy; Parnell (Ferrari) leads from Moss (Maserati) and Collins (Vanwall), followed by Gerard (Cooper-Bristol) and Keen (Cooper-Alta).

the other by young Ron Flockhart. These apart, the field was similar to that of the Goodwood Trophy (but reduced by previous retirements) and also included E. W. Holt's old supercharged E.R.A.

On this occasion the front rank ran: Moss, Wharton, Hawthorn and Collins, and Wharton really succeeded in getting the B.R.M. off the line, in a positive haze of rubber smoke. Moss followed him, but Collins soon used the enormous power of the Thin Wall to come through into second place before the first lap had been completed. Then he passed Wharton on the second lap, and thereafter steamed away like a train, the big car thundering away from the corners with a deep-throated roar, and crackling down to them on the overrun by virtue of its short stub exhaust pipes. Wharton held his second place, the familiar scream of the B.R.M. engine providing a complete contrast. The second B.R.M. lasted only for one lap; Flockhart, trying to overcome the handicap of a start from the rear rank of the grid (for this car had not practised), spun round at Woodcote Corner, and came slowly into the paddock with some rear part of the car trailing on the ground.

Behind the leaders, however, a real battle developed between Moss and Hawthorn—Maserati against Vanwall. Moss never, in fact, really looked like losing his third place; but Hawthorn, trying all he knew, kept the British car hard up to his tail almost all the time, throwing it around on the corners to make up for the Maserati's slightly better acceleration. Salvadori had a lonely race in fourth place with the second Maserati, and Gerard once more led the 2-litre brigade home. This was, not unnaturally, the fastest race of the day, and contained the fastest lap: 1m 32.2s (93.71 m.p.h.), set up by Collins—just four-fifths of a second outside the circuit record, set up last year by Hawthorn, also in the Thin Wall Special.

Finally came what might be termed the Junior 500 c.c. race, in which N. Berrow-Johnson went well to lead throughout in his Martin Special. A. V. Cowley tried very hard to catch him with his Cooper; too hard, for once he sent the wattle fencing flying coming out of the chicane, and later did it again. And young T. Bridger, attempting to execute a passing movement where room there was none, hit the entry wall of the chicane very hard, bending the front end of his Kieft and tearing one rear wheel off completely, but without damaging himself. So that was that at Goodwood in 1954; a very good meeting indeed, with fine weather until rain fell twenty minutes after the last race finished.



Part of the 500 c.c. race battle: Moss, in Beart's Cooper-Norton, rounds Madgwick Corner in front of Bueb's similar car. They finished second and fourth respectively.

RESULTS (lap distance 2.4 miles)

Goodwood Trophy (formula 1, 21 laps)
1, Maserati 2,493 (S. Moss), 33m 3.2s, 91.49 m.p.h. 2, Vanwall Spl 2,490 (P. J. Collins), 33m 23.6s, 90.26 m.p.h. 3, Maserati 2,493 (R. F. Salvadori), 34m 20.6s, 88.05 m.p.h. 4, Cooper-Bristol 1,971 (F. R. Gerard), 34m 24.8s; 5, Connaught 1,960 (D. B. Beauman), 34m 28.4s; 6, Cooper-Alta 1,980 (M. Keen), 1 lap behind; 7, Connaught 1,960 (J. Riseley-Prichard), 1; 8, Maserati 2,493 (L. Rosier), 1; 9, Connaught 1,960 (L. Marr), 1; 10, Cooper-Bristol 1,971 (J. Lawrence), 1. **Fastest lap (class record):** Moss, 1m 35s, 92.90 m.p.h.

Woodcote Cup (formule libre, 10 laps): 1, Ferrari Thin Wall Spl 4,493 (P. J. Collins), 15m 38.4s, 92.07 m.p.h.; 2, B.R.M. 1,488 s (K. Wharton), 15m 44.4s; 3, Maserati 2,493 (S. Moss), 15m 48s; 4, Vanwall Spl 2,490 (M. Hawthorn), 15m 48.2s; 5, Maserati 2,493 (R. F. Salvadori), 16m 21.6s; 6, Cooper-Bristol 1,971 (F. R. Gerard), 16m 26.4s. **Fastest lap:** Collins, 1m 32.2s, 93.71 m.p.h.

Madgwick Cup (racing cars up to 2,000 c.c., 7 laps): 1, Cooper-Bristol 1,971 (F. R. Gerard), 11m 36s, 86.89 m.p.h.; 2, Connaught 1,960 (D. B. Beauman), 11m 39.4s; 3, Cooper-Alta 1,980 (M. Keen), 11m 51.6s; 4, Connaught 1,960 (J. Riseley-Prichard), 11m 54.2s; 5, Cooper-Bristol 1,971 (H. Gould), 11m 56.6s; 6, Connaught 1,960 (M. F. Young), 12m 9.6s. **Fastest lap (tie):** Gerard and Beauman, 1m 37.8s, 88.34 m.p.h.

Sports cars up to 2,000 c.c. (5 laps): 1, Maserati 1,988 (R. F. Salvadori), 8m 46s, 82.13 m.p.h.; 2, Lister-Bristol 1,971 (S. Moss), 8m 46.6s; 3, Cooper-Bristol 1,971 (A. Brown), 8m 51.2s; 4, Cooper-Bristol 1,971 (T. A. D. Crook), 8m 53.8s; 5, Frazer-Nash 1,971 (C. A. S. Brooks), 8m 54.8s; 6, Lotus 1,467 (A. C. B. Chapman), 9m 7.8s. **Fastest lap:** Moss, 1m 43.2s, 83.72 m.p.h.

Sports cars, unlimited (5 laps): 1, Jaguar XK120C 3,442 (R. F. Salvadori), 8m 35s, 83.88 m.p.h.; 2, Ferrari 4,500 (M. Gregory), 8m 35.2s; 3, H.W.M. 3,442 (G. Abecassis), 8m 40.6s; 4, Jaguar XK120C 3,442 (J. D. Titterington), 8m 51.4s; 5, Cooper-Bristol 1,971 (T. A. D. Crook), 8m 54.2s; 6, Cooper-Bristol 1,971 (A. Brown), 8m 56s. **Fastest lap:** Ferrari 2,950 (M. Hawthorn), 1m 40s, 86.40 m.p.h.

Formula 3 races: A (5 laps): 1, Kieft (D. Parker), 8m 50.8s, 81.39 m.p.h.; 2, Cooper (S. Moss), 8m 51s; 3, Revis (R. G. Bicknell), 8m 51.8s; 4, Cooper (I. Bueb), 8m 52.2s; 5, Cooper (L. Leston), 8m 56s; 6, Cooper (E. Brandon), 8m 58s. **Fastest lap (class record):** Moss, 1m 43s, 83.88 m.p.h.

B (5 laps): 1, Martin Spl (N. Berrow-Johnson), 9m 10.2s, 78.52 m.p.h.; 2, Cooper (A. V. Cowley), 9m 11.6s; 3, Cooper (J. Denley), 9m 18.4s; 4, Smith (K. W. Smith), 9m 19.6s; 5, Cooper (Hon. E. G. Greenall), 9m 30.2s; 6, Cooper (A. E. Elliott), 9m 38s. **Fastest lap:** Cowley, 1m 46.4s, 81.30 m.p.h.

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LAKELAND VI

C. R. Hardman Wins for Second Time

ALTHOUGH the Lancs and Cheshire C.C.'s sixth Lakeland Rally now takes place in North Wales, it has lost nothing of its sporting character. There were 108 entries, starting from Manchester, Birmingham, Huddersfield or Llandudno on Saturday morning last, converging at Rhydtalog on A5104 to follow a common route of 127 miles to the finish at Llandudno, including four tests, plus a Sunday morning section of 36 miles and then three more tests.

Apart from an ocasional rain storm the weather was good and the speed schedules for the various sections were well judged, the road section causing only 15 to lose marks. The first test at the Horseshoe Pass was a forward, reverse, forward affair in which f.t.d. was made by J. Pellowe's Dellow in 27.8 sec. Dellows took second and third places in the hands of C. R. Hardman, 28 sec, and G. A. Roberts, 29 sec. Somewhat similar was test 2 in which Hardman, J. Cuff (Austin-Healey) and Peter Reece (Morgan) tied for f.t.d. in 25 sec.

Up the Mine

The timed hill-climb on Parc Mine included a right-hand hairpin, and D. W. Farley's Austin-Healey got down to 15.8 sec, C. Tryer and Cuff in sister cars taking 16 sec and 16.2 sec. At Llandudno the arrival test on the West Shore promenade consisted of running forward into a box, reversing out and swinging round to run forward into a second box, reversing out and running forward to a flying finish. Snappy driving thrilled some hundreds of spectators and resulted in Hardman making another f.t.d. in 28.9 sec, Pellowe being runner-up in 29.1 sec and J. A. Ashall bringing his TR2 into third place in 29.5 sec. J. C. Wallwork did not seem up to his usual standard in his TR2, but J. H. Ray in his Morgan and Peter Reece and K. N. Lee in sister cars put up neat, clean performances. When the day's results were announced during the dancing at the Grand Hotel it was no surprise to find Hardman in the lead with 81.9 marks lost, and Pellowe runner-up with 82.1.

Sunday morning dawned fine and the road section presented no difficulties. On the West Shore, however, a strong wind was blowing spray and giving the tarmac surface a coating of moisture which called for care in the main test, a figure of eight round pylons, with a chicane and a reverse into a box thrown in for good measure.

Before this, however, came a simple test, forward passing a pylon on the right, reversing with the pylon on the left and forward with the pylon on the right, to stop astride the finish line. Ray and the Morgan were best in this, 20 sec dead, with Peter Reece a close second in 20.6 sec.

In the main test the large saloons like D. B. Robertshaw's Mark VII Jaguar had to reverse, whereas the nippy TR2s and Morgans, and, of course, the Dellows could skid round if well handled. So Hardman again scored in 43.8 sec, with G. A. Roberts next in 45 sec in his Dellow, and K. N. Lee in his Morgan—last year's outright winner—third in 46 sec.

K. N. Lee, winner of last year's Lakeland Rally, takes his Morgan round the pylons in Test 6 at Llandudno last Sunday.

The final test, forward and reverse to stop astride a line in a box, saw a tie for first place between J. S. Nightingale's Sunbeam-Talbot and Roberts in 13 sec. Hardman had to be content as runner-up in 13.2 sec, but Pellowe was also in the picture in 13.4 sec.

PROVISIONAL RESULTS

Jack Harrop Memorial Trophy (best performance): Dellow (C. R. Hardman).

Class awards: Closed cars up to 1,000 c.c.: 1, Renault (M. Hindle), 185.9 marks lost; 2, Renault (A. H. Hill), 192.5; 3, Morris (R. W. Curzon), 216.4. **1,001 to 1,500:** 1, Ford (J. W. Waddington), 184.3; 2, Ford (P. S. Anton), 190.9; 3, Ford (D. G. Scott), 191.8. **Over 1,500:** 1, Sunbeam-Talbot (J. S. Nightingale), 188.1; 2, Sunbeam-Talbot (A. C. Whatmough), 186.3; 3, Austin (T. Tyldesley), 197.8. **Open cars up to 1,000 c.c.:** Morris (E. Cunningham), 196.4. **1,001 to 1,500:** 1, Dellow (C. R. Hardman), 160.1; 2, Dellow (J. Pellowe), 165.2; 3, Dellow (G. A. Roberts), 167.3. **Over 1,500:** Austin-Healey (F. M. Marsh), 172.3; 2, Morgan (J. H. Ray), 173.8; 3, Morgan (K. N. Lee), 174.8. **Specials and supercharged cars:** Morris (E. G. Smith), 300.8. **Ladies' award:** Triumph TR2 (Mrs. R. Beaumont), 204.6. **Novice awards: Closed cars:** Ford (E. Wetherall), 199.6 **Open cars:** M.G. (C. M. Watson-Smyth), 184.3.

CLACTON V

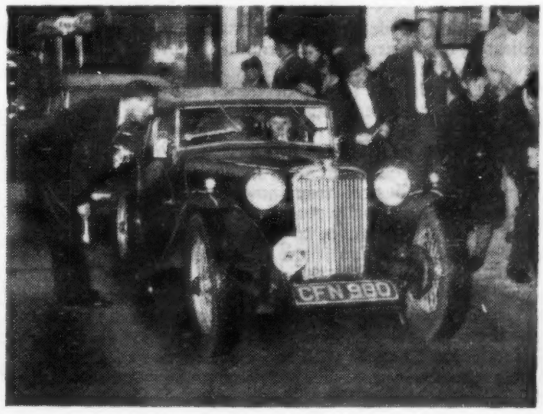
THE fifth annual Clacton Rally, run by the East Anglian M.C., took place last week-end, and was blessed with fine weather. This may have had some bearing on the fact that a surprising number (roughly 50 per cent) of the 75 starters lost no marks on the road section, of which the Fen section in particular was by no means easy; but a good series of driving tests sorted out the winners in satisfactory fashion. Had more timed controls been included, making shorter sections, the road section results might have been far more decisive.

The two best performances went to M.G.s, the TC model of A. H. Greig defeating S. Moore's TF by a narrow margin. Miss Sheila Van Damm, a vice-president of the club, acted as starter, and also as judge at the *concours d'élégance* which took place at Clacton on Sunday. Last year's winner, Peter Harper (this time in a Hillman Minx) finished second in his class; the Ladies' Prize was awarded to Miss P. A. Ozanne, although there were strictly speaking fewer than the prescribed minimum number of entries for this award.

PROVISIONAL RESULTS.

Clacton Trophy (best performance): M.G. TC 1,360 (A. H. Greig). **Arthur Green Trophy (navigators' award):** D. M. Mann. **Second best performance:** M.G. TF 1,250 (S. Moore). **Best E.A.M.C. member:** Porsche 1,488 (E. D. Woolley). **Class awards: Touring cars up to 1,600 c.c.:** 1, Porsche 1,488 (E. D. Woolley), 732 marks gained; 2, Hillman Minx 1,265 (P. Harper), 729.5; 3, Ford 1,508 (D. J. Morley), 713. **Over 1,600:** 1, Sunbeam-Talbot 2,267 (J. A. Lanz), 731; 2, Frazer-Nash-B.M.W. 1,911 (R. A. Watkinson), 728.5; 3, Jaguar 3,442 (F. Dennis Dent), 727. **Sports cars up to 1,600 c.c.:** 1, M.G. TC 1,360 (A. H. Greig), 747; 2, M.G. TF 1,250 (S. Moore), 745; 3, M.G. TF 1,250 (A. S. Lusty), 743. **Over 1,600:** 1, Jaguar XK120 3,442 (J. M. Shand), 724.5; 2, Triumph TR2 1,991 (J. Pay), 724.5; 3, Morgan Plus Four 2,088 (J. M. Denton), 721.5.

Ladies' award: Sunbeam-Talbot 2,267 (Miss P. A. Ozanne), 696. **Team award:** The Red Lions—Jaguar XK120 3,442 (J. M. Shand), Ford 1,508 (D. J. Morley) and Ford 2,262 (J. Risk), 2,157.2 aggregate.



The winning car—the A. H. Greig and D. M. Mann M.G.—awaits the starting signal from Sheila Van Damm at the start at the Car Mart premises in the Edgware Road, Hendon.

ASPECTS OF THE LAW

No. 9 : MAINTENANCE

RULE 53 of the Highway Code advises all motorists: "Make sure that your vehicle is in a fit condition to be used on the road. Give regular attention to brakes, steering and tyres. Do not wait for an accident." If proper attention is paid to vehicle maintenance—in particular to the three points stressed in the Highway Code—then road accidents resulting from slack brakes, defective tyres and faulty steering can be avoided. The law makes provision for persons failing to maintain their vehicles in a roadworthy condition or in good and efficient working order.

The Motor Vehicles (Construction and Use) Regulations, 1951, made under the Road Traffic Act, 1930, lay down a number of ways in which failure to maintain a vehicle can result in an offence. Such offences are summary only and are heard before the Magistrates' Courts; the penalty to which a person is liable on conviction is a fine not exceeding £20. An offence can be committed by any person who uses, causes or permits to be used on any road, a motor vehicle which contravenes, or fails to comply with, the provisions of the regulations. It was decided in a 1942 case that the word "uses" applies to the driver of a motor vehicle and may also apply to the person in charge of it at the time.

Speedometer Requirements

Regulation 73 deals with the maintenance of the speed indicator; this instrument is compulsory on all vehicles registered on or after October 1, 1937. It must be constructed so that it indicates to the driver of the vehicle, within a margin of ten per cent either way, if and when he is driving in excess of any speed limit applicable. The regulation says: "Every instrument for indicating speed . . . shall (a) at all times be maintained in good working order; and (b) shall be kept free from any obstruction which might prevent its being easily read." The proviso is added that it shall be a good defence to proceedings taken for infringement of the regulation if the defendant proves that either the defect occurred in the course of the journey during which it was discovered, or that at the time when the defect was discovered steps had already been taken to have it remedied.

Regulation 74 deals with the maintenance of glass in all motor vehicles. An earlier provision under these regulations requires all windscreens and windows facing to the front on the outside of any motor vehicle (except on the top deck of a double-decked vehicle) to be made of safety glass; safety glass is defined for the purpose as: "glass so constructed or treated that, if fractured, it does not fly into fragments capable of causing severe cuts." Maintenance requirements are that: "all glass or other transparent material fitted to motor vehicles shall be maintained in such a condition that it does not obscure the vision of the driver when the vehicle is being driven on a road." This may be said to cover the case of a driver who carries on driving with a splintered windscreen which he cannot properly see through, or where the glass is dirty or decayed, reducing the driver's vision to the point of obscurity.

Brake Maintenance

The next regulation—No. 75—is perhaps the one quoted most frequently in the courts and is certainly one of the most important of the series from a general safety point of view. This regulation makes it an offence to neglect the maintenance and adjustment of brakes, steering gear and windscreen wipers. It lays down that: "Every windscreen wiper fitted to a motor vehicle and every part of every braking system and the means of operation thereof fitted to a motor vehicle or trailer, and all steering gear fitted to a motor vehicle shall at all times while the motor vehicle is used on a road be maintained in good and efficient working order and shall be properly adjusted."

It can be seen that this regulation is comprehensive and provides very little in the way of a loophole. If the prosecution can prove that the brakes, steering or windscreen wiper were not in good and efficient working order, or were not properly adjusted, then there is very little that the accused person can do to escape liability. It is no use saying that he was not aware of the defect, or that he knew of it and was intending to have it seen to. Once the prosecution prove to the satisfaction of the court that there was a defect coming within the scope of the regulation, then all the defendant can do is to plead that there was in fact no defect, or that the defect complained of was really so trivial that the function of the part was unimpaired and it was still in "good and efficient working order and properly adjusted." If the driver was not aware of the defect but had it attended to immediately he found out, it is no defence, but may be a strong factor in mitigation of the penalty that would otherwise be imposed.

The regulation is double edged in that its aim is not only to punish offenders but also to ensure that vehicles on the roads are kept in a safe and roadworthy condition. It does not lay down the precise limits or definition as to the degree of efficiency or adjustment required; this is a question for the court to decide on the facts before it in each particular case. It was, however, held in a 1946 case that efficiency of brakes may be measured by their possible reaction in an emergency and that they should be: "good enough to be reliable in an emergency so as to avoid an accident."

Most of the cases that come before the court are brought by the police. They give evidence, for instance, that on examining the steering system of a vehicle, it was found that there was 90 deg free play on the steering wheel before the road wheels were affected and that the defect resulted from wear and lack of maintenance, or that they examined the braking system and found that with the defendant exerting full pressure on the foot brake, the car could be moved quite easily forwards and backwards, and that the defect resulted from lack of adjustment or worn linings. The police have power under these regulations to test and inspect either on a road, or, with the consent of the owner, on any premises, "any brakes, silencers, or steering gear fitted to any motor vehicle or trailer."

Hand Brake

It is important to note that the hand brake is as much a part of the braking system as the foot brake; a person may therefore be prosecuted if the hand brake is defective or not adjusted properly. This particular offence appears with surprising frequency in the courts. The main causes appear to be either that the ratchet mechanism is faulty, so that the brake cannot be set in the "on" position, or that, because of lack of adjusment or, say, a broken cable, the brake has little holding power and will not keep the vehicle stationary on an incline. It may be said that a hand brake is defective if it operates on one of the car's wheels only. Regulation 10 requires a braking system in four-wheeled vehicles to be "so designed and constructed that it can at all times be set so as effectually to prevent two at least . . . of the wheels from revolving when the vehicle is not being driven or is left unattended."

Three other regulations cover specific defects. Number 77 deals with the important topic of tyres and says: "All the tyres of a motor vehicle or trailer shall at all times while the vehicle is used on a road be maintained in such condition as to be free from any defect which might in any way cause damage to the surface of the road or danger to persons on or in the vehicle, or to other persons using the road." Regulation 78 requires vehicles to be so maintained that "there shall not be emitted therefrom any smoke, visible vapour, grit, sparks, ashes, cinders, or oily substance," which is likely to cause damage or endanger safety, or which could with reasonable care be avoided. Number 76 requires the silencer or expansion chamber of a car to be maintained in such a condition that it prevents any unnecessary noise.

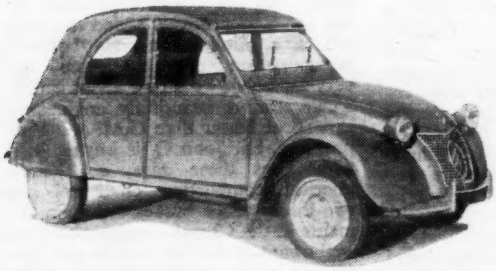
Upkeep in General

All these regulations deal with the maintenance and adjustment of specific parts of motor vehicles; Number 72 covers the general upkeep of motor vehicles. It lays down: "Every motor vehicle, every trailer drawn thereby, and all parts and accessories of such vehicle or trailer shall at all times be in such a condition . . . that no danger is caused or is likely to be caused to any person on or in the vehicle or trailer or on a road." This regulation would cover a car, for instance, whose wings were flapping and in danger of falling off; or whose spare wheel was insecurely mounted and likely to come adrift; or whose doors could not be fastened properly and might fly open when the car was in motion. Note that the words "no danger is caused or is likely to be caused" are used. Thus, it will be sufficient for a conviction if the prosecution can prove to the court's satisfaction that the part or accessory was in such a state that danger *could* have been caused by it; there need have been no actual danger caused.

Finally, a word of warning to motorists who take their luggage with them, and in particular to those who use a roof rack or have to leave the locker open. It is an offence for a motor vehicle to carry an insecure load. Regulation 72 (2) says that, "the load carried by any vehicle shall be so secured that danger is not likely to be caused to any person on a road by reason of the load or any part thereof falling from the vehicle." This provision is obviously intended for lorries and commercial vehicles, but it may well be held to apply to a suitcase falling from a locker or luggage rack of a private car into the road in the path of oncoming traffic.

BARRISTER-AT-LAW

BIGGER ENGINE IN THE 2c.v. CITROEN



THE popular French 2 c.v. Citroen is now being produced with an engine of 425 c.c., compared with the original piston displacement of 375 c.c. This increase has been obtained by increasing the cylinder bore from 62 to 66 mm, while leaving the stroke at the original 62 mm. As a consequence of this change the power output has risen from 9 to 12 b.h.p. It is stated that there are no other engine changes, and it has the original compression ratio of 6.2 to 1.

In addition to the bigger piston displacement, the 2 c.v. is now equipped with a centrifugal clutch, which makes the use of the clutch pedal almost superfluous and adds immensely to the ease with which the car can be handled in traffic. The centrifugal weights come into action at 1,000 r.p.m. On starting, first or second gear is engaged and the accelerator is actuated, as if the car were equipped with a fluid flywheel.

On level ground it is possible to start away on third, the flexibility of the clutch being sufficient to allow the car to pull away without hitch. Starting on hills is also facilitated, for only the accelerator pedal is brought into action. In traffic it is impossible to stall the engine, for when the number of revolutions drops below 1,000, the clutch disengages itself.

The 425 c.c. engine is already in production, but apparently there is no intention of dropping the smaller engine in the near future—as long as public demand continues the two models will be produced concurrently. As there is a heavy waiting list, and the call for the larger engine would still further increase the delay, it is believed that the 375 c.c. unit may still have a long life. This small Citroen is the only car on the French market for which quick deliveries cannot be guaranteed, and which is selling for more, after a year's wear, than when new.

The model with the bigger engine is catalogued at about £20 more than the smaller-engined car. This, however, includes detailed refinements, notably two rear lights, a stop light, self-cancelling indicators and an illuminated speedometer.

For English Market

The saloon is supplied with both the bigger engine and the centrifugal clutch; the light van is furnished with the bigger engine and the normal type clutch. The new model will be exhibited at the Paris Salon. It is stated that the 425 c.c.-engined model is likely to appear on the English market at an early date, but whether it will supplant the smaller engine depends entirely on public demand.

Another French firm interested in an automatic clutch is Renault, who are prepared to supply the 750 with an automatic French Ferodo clutch as optional equipment, at an extra charge of £20. For the present, at any rate, Renault has not adopted this as standard. This clutch will also be shown at the Paris Salon.

DETROIT NOTEBOOK

This pictorial record of a traffic offence is obtained on a special camera used by the Washington State Police. The dials show time, date and speed (65 m.p.h.) in a 35 m.p.h. zone, and a series of such photographs proves the duration of the offence.

LET'S face it—the motor sport boom in America has softened a lot in the last year or so. This movement that started around 1948—a new kind of mass thinking that saw a car as something more than a tool for getting from A to B; a movement that sold thousands of M.G.s and Jaguars in this country—has mysteriously lost momentum. Sales of imported sports cars are 'way down. Circulation of domestic motoring publications is off. Crowds at the various car competitions (except Indianapolis) are thinning. Whatever the germ, it's even infected our "Detroit iron" scene; the independents are in the red, overall production is down, new car dealers are plagued by bulging, slow-moving inventories, and used cars aren't selling well.

Now I see that Detroit is even running into a little resistance to their own ballyhooed production sports cars. Production of Chevrolet's Corvette, which reached 1,000 units in June, was slashed to 300 for July. And Ford is taking another look at scheduling on the Thunderbird. [This car is to appear at Earls Court.—ED.]

I know this is all bad news to us enthusiasts. But what's behind the sudden change of public favour? General opinion seems to hold that it is a combination of over-production in the last two or three years—flooding the new car market—plus the effect of a mild economic recession triggered by the ending of actual fighting in Korea. Put the two together . . . Well, could be.

* * *

ALL of which would seem to suggest that maybe the whole deal is merely part of a cycle—and that the motoring sport will boom again (though no one expects it to peak again like it did in 1952). I know there are thousands of people in this country still nuts about cars as a hobby, and I think the general public is still hungry to know more about the cars they own and drive. They just won't be pushed. So let's hope that the vagaries of mass psychology will let us translate this potential into more profitable auto export business for Britain and better cars for America.

* * *

ONE item that will help focus public interest on cars again is the coming 1955 Packard. There is a lot of talk around that this will be the most sensational new model to hit the U.S. industry in several years. Packard has taken a thumping from Cadillac and Lincoln in recent years in the prestige field, where they used to rule the roost, and they want it again.

The '55 will be new from bumper to bumper. They say that the body will make the current G.M. lines look old. An improved Ultramatic hydraulic torque converter transmission will give more dig at low speeds. There has even been some mention of torsion bar suspension, though I discount that.

But the real meat is in the new Packard V-eight engine. Persistent rumour says it will have an aluminium block! (You may recall that the Aluminium Co. of America has developed a method of economically die-casting V-eight cylinder blocks in mass production.) And there's to be a radical new valve train layout that will assure excellent breathing with a very high r.p.m. potential. Inclined overhead valves in a hemispherical combustion chamber are operated through very short push-rods and rockers from *two* camshafts set high in the block (almost level with the valves). They say that the b.h.p. rating will be over 250 at around 5,000 r.p.m.!

Well, this is all rumour, you understand—though most of it is quite well substantiated (if any of this unofficial hearsay can be classed as "well substantiated"!). Anyway, keep an eye on that '55 Packard.

* * *

WHILE we've got the crystal ball out, a word about coming Chrysler Corporation models. As one would expect, the recent softening of the new car market has served very effectively to separate the wheat from the chaff, so to speak, in terms of public acceptance of the various models. John Q. Public is getting awfully choosy. The Chrysler products have been hard hit. The low-priced Plymouth, in third place in production figures for years, has slipped to fifth behind Buick and Oldsmobile. Sales of Chrysler, De Soto, and Dodge have been falling for three or four years.

Body styling is the bug that's killing them. All the Chrysler products are just too conservatively styled to satisfy the new public tastes in "utility" transportation resulting from this very car boom we talked about earlier. Their stuff is beautifully engineered, as well or better than G.M. and Ford products, but John Q. is buying jazzy body lines these days, not hemispherical combustion chambers and two-leading-shoe brakes. Certain elements in the Chrysler organization are well aware of the real trouble and have wanted to do something about it for three years. But I understand that the very top brass have tabooed any substantial change in body styling—acted almost as if it was merely a matter of providing sufficient head and knee room! In other words, this reactionary styling policy is entirely a front office responsibility.

For several years now we've been hearing rumours that Chrysler was finally going modern on next year's models, yet each new model would show up sporting a basic 1948 motif. I think 1955 will be another story.

ROGER HUNTINGTON.

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1952 **HUMBER** Super Snipe Mk. III Saloon. Black/red. Heater. 13,000 miles.... **£795**

1952 (Dec.) **FORD** Zephyr Saloon. Green/fawn. Rad. and Heater. 12,000 miles **£695**

1954 **SUNBEAM-TALBOT** "90" Mk. IIA Convertible coupe. Ivory/red. Radio and Heater. 8,000 miles **£1,025**

1953 **SUNBEAM-TALBOT** "90" Mk. IIA Saloon. Ivory/black. Red leather. 16,000 miles **£915**

1954 **HUMBER** Hawk Mk. V Saloon. Grey/red. Fitted Heater. 6,000 miles **£865**

1952 (Nov.) **HUMBER** Hawk Mk. V. Saloon. Quartz blue. Fawn leather. Heater. 26,000 miles **£750**

1953 (Dec.) **M.G.** "ZA" Magnette Saloon. Gun-grey/red. Radio and Heater. 9,000 miles..... **£925**

1952 (Dec.) **TRIUMPH** Mayflower Saloon. Grey/red. Fitted Htr. 11,000 miles **£565**

1953 **FORD** Anglia Saloon. Green. Brown leather, 10,000 miles..... **£410**

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by

J. A. Cooper

Mike Hawthorn gets a lift home on Salvadori's winning Jaguar after the second Goodwood sports car race—and seems to be assisting in the driving.

GOODWOOD ● AINTREE ● BRANDS ● KNOTT TROPHY

THE meeting at Goodwood last Saturday was excellent, and although there were not many surprises in the actual race results, yet the competition was close in almost all classes. For once, Moss had a good clear run with no mechanical troubles, and his victory in the main event was a good demonstration of his abilities and style. Better spectator value, however, resulted from his duel with Mike Hawthorn in the Vanwall Special in the *formule libre* race; Mike really tried very hard with this car, and was quite remarkable to watch on the faster corners. With a little improvement to the road holding and a bit more development of its new 2½-litre engine, the Vanwall shows every promise of being a worth-while contender in next year's formula 1 races, and if G. A. Vandervell does race (as is rumoured) a complete team of three cars, this country may be better represented than for years past.

Racing in the 500 c.c. class has always been close, but last Saturday showed just how much of a needle match a race of this kind can be. Had Moss got away to a better start, he might perhaps have won; but Don Parker deserved to win, as he often does, because his car is always well prepared, properly turned out and a consistently fast performer. But the top half-dozen performers in this class are now all so good and so closely matched that a good race is virtually certain and any decision can be honestly applauded.

ANOTHER feature of the meeting was the fine driving put up by Roy Salvadori to win both the sports car events. He has not had any too good a season, although it is not easy to explain why, and last Saturday's showing should improve his morale considerably. Although overshadowed by the faster cars, the remarkable speed of Bob Gerard's Cooper-Bristol (among the racing cars) and Colin Chapman's Lotus (among the sports cars) continues to amaze. The former is, incidentally, running on a fuel containing nitromethane, and that particular Cooper-Bristol is alone in possessing anti-roll bars for front and rear suspension. Chapman's Lotus is stated in some race programmes to be powered by a Morris engine, which sounds unlikely; in fact, however, the unit did start life as a Morris Ten, although it has since been modified to and far beyond full M.G. specification. It now develops around 85 b.h.p. and resembles closely the modified M.G. engines used in many 1½-litre sports-racing cars.

Before the start of the Goodwood Trophy, Moss and Collins were claiming that their respective cars (the Maserati and the Vanwall) were very difficult to get off the line quickly; Collins ended the discussion by suggesting that if they were both still there at 4 o'clock (after half an hour) they should call the race off! And Reg Parnell, asked if he could make a good start in his Ferarri, replied: "No—and it wouldn't make any difference if I could!" Prophetic words, for he did make a very good getaway indeed, only to retire three laps later.

So much for Goodwood; and now for Aintree, where many of the same battles will be renewed.

IN fact, Aintree on Saturday next should be very good indeed. It will have rather more of an international flavour than was the case with Goodwood, for in the principal event—the *Daily Telegraph* Trophy race for formula 1 cars—the main contenders of last Saturday's meeting will be joined by a second works Maserati (driven by Sergio Mantovani), the privately entered Maserati of Harry Schell, and the two works Gordinis of Jean Behra and André Pilette. Once more the 500 c.c. exponents will fight out their perpetual duel; the *formule libre* race, as at Goodwood, will include most of the formula 1 cars, plus two B.R.M.s and the Thin Wall Special, and three sports car races, two long and one short, complete a good programme. First race 11.30 a.m., last race 4.30 p.m.; all enquiries to the Aintree Automobile Racing Club, Ltd., Liverpool, 9.

ON Sunday comes another of the ever-popular Brands Hatch race meetings; but this time with an important difference. As a result of the recent decision taken at an extraordinary general meeting of the Half-Litre C.C. to change the name of the club, and the subsequent ratification of that decision by all the appropriate authorities, the meeting next Sunday will become the first race meeting to be organized by the British Racing and Sports Car Club; but in all other respects it will follow the normal pattern and, no doubt, be just as good as usual. Not that I intend to imply that the new name is not as good as the old; far from it, for it brings the title of the club into line with the present scope of its activities. Sunday's meeting starts at 1.30 p.m.; Brand's Hatch is situated about 20 miles south-east of London on A20, the main London-Maidstone road, and the programme contains eleven events for sports and 500 c.c. cars, with a total entry of almost 100 cars.

THE best of the trials specials and drivers turned up for the fourteenth Knott cup and southern inter-team trial of the West Hants and Dorset C.C. on September 26. Both they and the famous Bovington tank-testing heath were in the best of form, and the fantastically steep, sandy humps and loose troughs provided great fun for the drivers and a great crowd of spectators, civil and military. Indian-summer sunshine, and damp sand on which some sort of grip could be achieved, made several of the sections actually climbable. The famous Big Dipper, for instance, with its four tall humps, was climbed by several. (That step is a buried log, officials found, when they went to ease it for the second round!) The Knott winner, E. J. Chandler, pressed on fast and steadily, climbed four sections clean, a feat equalled by M. R. B. Cannon only, and always looked in the running. P. A. Atkinson, whose 1,225 c.c. unit has excellent torque, is a light man and ran with a light lad as crew. There was little attempt to bounce but the outfit seemed to float over the sandpits and fly over the humps, and its high marking came as no surprise to spectators and rivals.

THE SPORT . . . . . continued

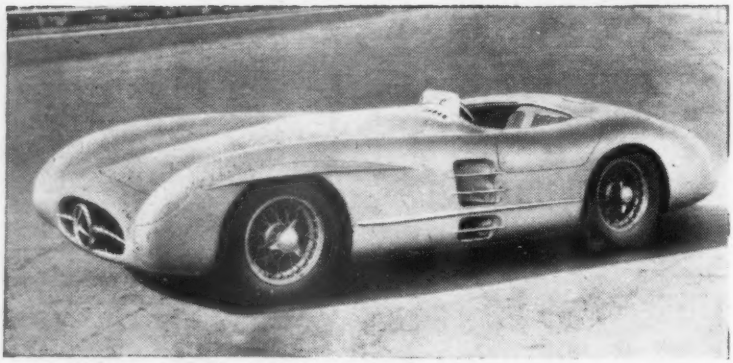
Chandler's best feat, perhaps, was getting past the slew and wallow turn round the fir tree on the last section. He was the only one to retain bite: all the others got mixed up with the bark.

RESULTS

Knott cup: Chandler 1,172 (E. J. Chandler), 788ft unclimbed. **Ship cup:** Ford 1,172 (P. G. Cooper), 1,205ft. **Visitors' cup:** Atkinson 1,225 (P. A. Atkinson), 898ft. **Class 1, winner:** Cannon (M R. B. Cannon), 955ft. **First-class awards:** Paul 1,172 (F. P. Faulkner), 1,106ft; Cotton III 1,172 (R. Chappell), 1,129ft; Ford 1,172 (G. Pettit), 1,050ft; Time 1,172 (I. D. L. Lewis), 1,117ft. **Second-class awards:** Paul 1,172 (R. W. Faulkner), 1,231ft; PAB 1,172 (P. A. Barden), 1,233ft; Squamigerous 1,172 (F. T. Lewis), 1,167ft. **Team award:** London M.C., P. A. Barden, R. Chappell, M. R. B. Cannon. **Inter-club cup:** Bristol M.C., I. D. L. Lewis and B. Fitzwater.

A FEW days after the Italian G.P. at Monza, the Mercedes-Benz team used the same circuit for testing the latest version of the sports-racing model known as the SLR. The new car proved to be almost entirely different from the previous coupé type, which is now in production for sale to the general public; in fact, the new version bears a striking resemblance to the streamlined Grand Prix car—and this resemblance is not confined to outward appearance. It has a 3-litre eight-cylinder engine, mounted almost horizontally in the chassis as is the case with the racing car; the suspension and transmission details, although still very hush-hush, would also seem to be similar to their racing counterparts. During tests the car lapped Monza at a speed equal to that of the leaders most of the way through the Grand Prix, and within three seconds of Fangio's fastest practice lap with the racing car; so next season's sports car races should be well worth seeing. The new SLR may make its début in the Argentine sports car race early next year; it will probably also run in the Mille Miglia, at Le Mans, and in the 1,000-kilometre race at the Nurburgring.

LAST Saturday saw the Ulster A.C. Knockagh hill-climb in Northern Ireland, and the breaking of the record for the hill, held previously by J. D. Titterington in 58.8 seconds. The new holder is Sydney Durbidge, driving the supercharged 1,496 c.c. Griffin; Titterington was not there to defend his title, as he was driving an *Ecurie Ecosse* Jaguar in the sports car race at Goodwood. Durbidge's best time was 57.35 seconds, and second fastest time was put up by Rex McCandless, driving his Norton-engined four-wheel-drive McCandless, who achieved 58.85 seconds.



The latest Mercedes-Benz SLR sports car, which has recently been tested at Monza, bears a strong family likeness to the formula 1 version.

RESULTS

Closed production cars up to 1,000 c.c.: Standard 948 (E. T. McMillen), 1m 19.96s; **1,001 to 1,600:** Ford 1,172 (C. E. Robb), 1m 15.41s; **Over 1,600:** Delahaye 1,552 (R. Dorndorf), 1m 11.9s. **Open production cars up to 1,300 c.c.:** Dellow 1,172 (S. Moore), 1m 10.56s; **Over 1,300:** Triumph 1,991 (I. Titterington), 1m 4.52s. **All-comers (except racing and supercharged cars) up to 1,300 c.c.:** Ford 1,172 (R. Scott), 1m 3.57s; **Over 1,300:** Nufor 1,343 (D. Archibald), 1m 0.5s. **Racing and supercharged cars:** Griffin 1,496 (S. Durbidge), 57.35s. **Handicap:** Nufor 1,343 (D. Archibald), 47.06s.

LAST autumn, the Motor Sports Club of America ran its first big rally—the Great American Mountain Rallye. It is scheduled to take place again this year, from November 24 to 28, and this time has full international status. The road section will cover approximately 1,100 miles in four stages; penalty marks are awarded for early or late arrival at controls, and also for excess mileage covered compared with the official distance between controls. This latter figure is based on competitors' speedometer readings, each competitor having declared the percentage error of his instrument before the start of the rally. This is an ingenious idea, but speedometer readings are funny things, what with wheelspin on loose surfaces and so on, and I am not sure whether or not it will result in something of a lucky dip.

It is rumoured that Stirling Moss and Miss Sheila van Damm will take part in the rally as members of a works-sponsored Sunbeam-Talbot team. First prize consists of the Lucas Electric Trophy, and a free entry (all expenses paid) in the 1955 Alpine Rally; second prize, as well as a trophy, provides the crew of the car concerned with a free air trip to Sebring in Florida to watch the international 12-hour sports car race. It is good to see that America now has an international rally, and such a project deserves success.

COMING SHORTLY

OCTOBER 2.—B.A.R.C. Race meeting, Aintree, near Liverpool, Lancashire, 11.15 a.m.

2.—Lancashire A.C. Davis Trophy and Lancashire Cup Trial, Red Lion Hotel, Whitebirk, Blackburn, Lancashire, 1 p.m.

2.—Southsea M.C. Night rally, Aero Club, Portsmouth Hampshire, 7.30 p.m.

2-3.—Vintage S-C.C. Welsh Rally, Radnor Arms, Presteign, Radnorshire, 6 p.m.

2-3.—Hants and Berks M.C. Experts' night navigation rally, Hawley Hotel, Blackwater, Hampshire, 9.30 p.m.

2-3.—South Caernarvonshire M.C. Birthday Rally, starting from Green Garage, Tremadoc, Caernarvonshire, and Central Garage, Elwy Street, Rhyl, Flintshire, 11 p.m.

3.—Coupes du Salon, Montlhéry, France.

3.—British Racing and Sports C.C. Race meeting, Brands Hatch, near Fawkham, Kent, 1.30 p.m.

3.—Blackburn Welfare M.C. Race meeting, Brough, Yorkshire, 12.30 p.m.

3.—Old Merchant Taylors' M.C. Navigation event, Durrants, Croxley Green, Hertfordshire. 2 p.m

8-9.—M.G. Car Club. Weston Rally, starting from Bristol, Birmingham and Esher.

9.—Eastern Counties M.C. Race meeting, Snetterton, near Thetford, Norfolk, 12 noon.

9.—North Staffs M.C. Race meeting, Silverstone, Northamptonshire, 12 noon.

9.—M.C.C. Autumn Touring Trial.

9.—Shenstone and District C.C. Buxton Rally, starting from Shenstone and Grindleford.

9.—Rover S.R and Lea-Francis O.C. Chiltern 100 Rally

10.—Louth and District M.C.C. Race meeting, Cadwell Park, near Louth, Lincolnshire, 11.30 a.m

10.—Bedford A.E.C. and Cambridge 50 C.C. Bushmead Speed Trials, Great Staughton Airfield, near St. Neots, Bedfordshire.

10.—Hants and Berks M.C. Driving test meeting, California near Wokingham, Berkshire, 1 p.m.

CLUB NEWS

South Wales A.C.—A large crowd attended the closed invitation hill-climb held in fine weather at Castell Farm, near Bridgend, on Saturday, September 25. The hill record of 24.5s was broken no fewer than ten times and some excellent times were overshadowed by the heated struggle for fastest time between M. Burn's Frazer-Nash and J. A. Williamson's Bentley—the previous record holder. The inter-club competition was won by the Bugatti Owner's Club, represented by C. Davies' M.G., M. Burn's Frazer-Nash and H. R. Bond's Jaguar.

RESULTS.

F.t.c.: Frazer-Nash (M. Burn). **Ladies' Award:** Bristol (Mrs. M. C. Davies). **Sports Cars: Up to 1,100 c.c.:** L.V.T. (L. V. Thomas). **1,101-1,500 c.c.:** M.G. Spl. (C. Davies). **1,501-2,500 c.c.:** Frazer-Nash (M. Burn). **Over 2,500 c.c.:** Bentley (J. A. Williamson). **Closed Cars: up to 1,100 c.c.:** Morris (Mrs. V. Bevan). **1,101-1,500 c.c.:** Porsche (M. Flower). **1,501-2,500 c.c.:** Riley (L. Sims). **Over 2,500 c.c.:** Jaguar (R. Storey).

Surrey Sporting M.C.—The club was fortunate in having first-class weather for the Brands Hatch sprint meeting held on Sunday, September 19. Each run consisted of one standing start lap, followed by a flying start lap of the 1½-mile circuit. Two runs were allowed, the best time counting for the results.

PROVISIONAL RESULTS.

Open Cars: up to 1,100 c.c.: Lotus (D. Parker), 33.8s. **Up to 2,000 c.c.:** Aston Martin (S. F. Pile), 31.5s. **Up to 3,000 c.c.:** Jaguar (A. T. Bilk), 30s. **Closed Cars: up to 1,100 c.c.:** Cannon Special (M. R. B. Cannon), 52.8s. **Up to 2,000 c.c.:** Porsche (C. Eagleton), 44.8s. **Up to 3,000 c.c.:** Aston Martin (Miss Burt), 39.6s. **Tony Rolt Trophy for f.t.d.:** Darracq (J. Goodhew), 28.3s.

Falcon M.C.—Because of the great popularity of the classic long-distance trials organized by the M.C.C. it has been decided to run this year's Guy Fawkes 200-mile trial as a similar sort of event. Starting points will be London, Birmingham and Taunton, the first car leaving at midnight on Saturday, November 6. The finish will be on A40, near Oxford, on Sunday, November 7, at noon. The route will contain seven non-damaging Cotswold observed sections, three timed climbs, two hills to be climbed at night and a total mileage of about 180. The following clubs are invited: M.C.C., London

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GOODWOOD TROPHY

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2nd	*P. J. Collins*	*Vanwall Special*
3rd	*R. F. Salvadori*	*Maserati*

WOODCOTE CUP

1st	*P. J. Collins*	*Thinwall Special*

500 c.c. RACE

1st	*D. Parker*	*Kieft*

2 LITRE SPORTS CAR RACE

1st	*R. F. Salvadori*	*Maserati*

(Results subject to official confirmation)

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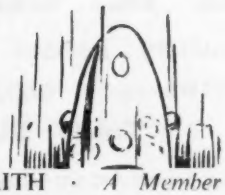

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G. Pettit, stuck on one of the Bowl sections in the Knott Trophy trial, discusses with a marshal how to get the Ford Special back again. The camera looks down from the near-vertical final part of the section.

CLUB NEWS . . . . . continued

M.C., Herts County A. and A.C., Sunbac, Kentish Border C.C., Chiltern C.C. and the Taunton and D.M.C. Secretary of the meeting is R. Warren, Jesmond Dene, Sish Lane, Stevenage, Hertfordshire.

Circle C.C.—The following dates are of interest to members: October 21, Motor Show gathering; place to be announced later. November 6 and 7, all-night navigational rally. December 3, annual dinner-dance at the Headstone Hotel, North Harrow.

Alvis Owner Club.—In conjunction with the Lagonda C.C., a driving test meeting was held at Thursley, Surrey, on September 19. Results are as follows:

Best Performance: 1934 Speed Twenty (C. G. Fincken). **Best Lagonda C.C. member:** 1930 supercharged 2-litre (M. Leo). **Best Alvis O.C. member:** 1933 Speed Twenty (R. F. Tilley).

Lagonda C.C.—The annual general meeting will be held on Sunday, October 3, at Brimpton Grange Hotel, Milton Common, Wheatley, near Oxford. The hotel is on A40, a few miles on the London side of Oxford. The Lagonda November handicap, on Saturday, November 6, starts from the Hogs Back Hotel, near Guildford, at 1 p.m. and finishes at Dorking at 8 p.m. The event consists of navigation and driving tests and is entirely suitable for Vintage cars. Invited clubs are Bentley D.C., A.C.O.C., Per Ardua C.C. and V.S.-C.C. Entry forms and regulations from I. M. Bosworth, The Grange, Old Town, Bexhill-on-Sea.

Wolverhampton and South Staffordshire C.C.—The autumn trial, arranged for September 25, was cancelled because, at the time of the closing of the entry list, only three entries had been received. A new date has been arranged, Sunday, October 24, and it is hoped that members will find this date more convenient. Entries close on Monday, October 18.

Coventry and Warwickshire M.C.—The Golden Jubilee night rally will be held on Saturday and Sunday, October 30 and 31. Competitors will require a ½-inch map No. 6 and Ordnance Survey map No. 111. The route will cover 250 miles. Regulations are available from today from Mrs. H. S. Wolseley, 532, Allesley Old Road, Coventry, or from C. P. Nichols, 5, Earlsdon Avenue, Coventry.

Maidstone and Mid-Kent M.C.—Regulations are available for the Bossom Trophy Trial to be held on Sunday, October 24. Invited clubs are: London M.C., Southsea M.C., West Hants and Dorset C.C., Kentish Border C.C., Chiltern C.C., 750 M.C. and the North Midland M.C. Closing date for entries is Monday, October 18 (first post) and they must be sent to F. G. Newman, 48, Chamberlain Avenue, Maidstone, Kent. The trial will start from Rootes Car Park, Palace Avenue, Maidstone, at 10.30 a.m.

Cambridge 50 C.C.—In conjunction with the Bedford A.E.C., a speed trial will be held at Bushmead, Bedfordshire, on Sunday, October 10, starting at 2 p.m. The course is on the Great Staughton Airfield, three miles north-west of St Neots, just off A45. It is about four-fifths of a mile long. Entries will be limited to 50 and must reach J. Richard Aley, Beggars' Roost, 53, Hinton Way, Great Shelford, Cambridgeshire, not later than October 7. There will be classes for open and closed cars.

Guildford M.C.—The club, which was formed last November, has now received R.A.C. recognition. In celebration of this, a closed invitation rally is to be held at the end of November, with a stiff road section and eliminating tests.

West Essex C.C.—Two dates of interest to members have been announced. On Wednesday, October 6, there will be a talk by John Gott at the club headquarters at 8 p.m. The annual dinner and dance will be at the Park Lane Hotel on Friday, December 3. Tickets, at £2 each, may be obtained from F. Lee, 78, Cadogan Gardens, London, E.18.

500 M.R.C. of Ireland.—Regulations are available for the meeting to be held at the Kirkstown circuit, Co. Down, on Saturday, October 9. It is a closed to club event. There will be four races; a closed car handicap; a scratch race for 1,172 c.c. formula sports cars; a handicap race for formula 3 (to be run concurrently with the 1,172 c.c. formula race) and an open handicap for which a few sports saloons will be accepted at the discretion of the council. Entries will close on Saturday, October 2, at noon. These should be sent to A. Jamison, Shemara, Old Dundonald Road, Dundonald, Belfast.

Taunton M.C.—Regulations are available for the Allen Trophy trial to be held on Sunday, October 10. Invited clubs are: Bristol M.C. and L.C.C., London M.C., Plymouth M.C., Exmoor M.C., West Hants and Dorset M.C. and the North Devon M.C. The event is included in the R.A.C. Championship list of qualifying trials and the B.T.D.A. Gold Star competition. Entries must be received by L. J. Tolman, 4, East Reach, Taunton, not later than first post on Monday, October 4.

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BENTLEY 1953 4½ litre large boot standard saloon. Tudor grey with grey leather. One owner. 42,600 miles. **£3,150.**

BENTLEY 1951 4½ litre standard saloon. Black with beige leather. One owner. 27,600 miles. **£2,550.**

ROVER 1951 P.4 saloon. Cream with red leather. Special three carburettor engine modification costing £150. 22,800 miles. One owner. **£875.**

STANDARD Vanguard 1954 Phase II saloon. Blue with red upholstery. One owner. 4,400 miles. **£750.**

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CLUB NEWS . . . . . continued

Westmorland M.C.—The autumn regularity trial was held on Sunday, September 12, over a tricky course covering 80 miles of secondary roads and lanes in north Westmorland. Results are as follows:

Brim Challenge Trophy: Morris (S. G. Poynter). **First-class Awards:** Allard (J. H. Lafone), Hillman (Miss D. Newsham). **Second-class Awards:** Austin (T. G. Bousfield), Alvis (N. Hammond). **Team Award:** S. Poynter, J. H. Lafone, J. M. Nuttall.

Nottingham S.C.C.—The Nottingham rally will be held on October 16-17. It will be an overnight event of some 300 miles and the route will lead through seven counties. Temporary membership for the event will be possible for the sum of 5s.

Sheffield and Hallamshire M.C.—Once again, on September 12, the North Midland M.C. succeeded in beating its friendly rivals, the Sheffield and Hallamshire M.C., in a speed hill-climb in which the only award is the Over-Revvers' Trophy, a mounted connecting rod and piston from an over-revved E.R.A.

RESULTS (best six of each club).

North Midland: Consul Special (E. Harrison), Clegg Special (P. Clegg), Triumph TR2 (H. Gould), Jaguar XK120 (A. Marshall), Ford-Austin Special (R. Habershon), Anglia Export (K. Scales).

Sheffield and Hallamshire.—Le Tout (R. W. Phillips), Carr Special (F. Harrison), Needham Special (R. Needham), M.G. TF (A. Hopkinson), Austin Special (T. S. Jenkins), M.G. TF (T. Wilde).

Totals: North Midland, 124.1 seconds; Sheffield and Hallamshire, 127.9 seconds.

IN BRIEF

The death is recorded with regret of Mr. S. W. Hughes, chairman and managing director of H. M. Hobson, Ltd.

With regret the death is also recorded of Mr. Frederick Grant, M.C., Q.C., independent chairman of the British Iron and Steel Federation.

Mr. Tom Lewis, previously of Burton and Tweedy, Lagonda and Lancia distributors for Scotland, has joined Woking Motors (Maybury Hill), Ltd., as a director. He has been in the motor trade for 40 years.

From October 12 to 14 the Mond Nickel Co., Ltd., will have a stand at the London regional display of the Engineering Industries Association. The show will be held at the New Horticultural Hall, London, and the company will offer advice and assistance to the smaller engineering firms.

Exhibits of the Rootes Group at the first Baghdad Trade Fair, organized by British Overseas Fairs, Ltd., will include the full Hillman range, the Sunbeam-Talbot and Sunbeam Alpine, a Humber Super Snipe saloon and station wagon, and a Humber Hawk. Rootes Group commercial vehicles will also be on display. The show opens on October 25.

During the next few weeks Pilgrim Mobile Units, Ltd., of London and Ringwood, Hampshire, will supply four special caravans, prepared for use in tropical climates, to the Anglo-Iranian Oil Co., Ltd. They will be used by a geophysical gravity survey party in Tanganyika. The order for the caravans follows successful use by the company's geologists of three of these caravans which replaced the tents used previously.

On September 23 the Firestone Amateur Dramatic Society gave a performance before an invited audience of the Old People's Association of Heston and Isleworth, Middlesex. No charge was made for admission and members of the company appeared at their own expense. In all, 56 members of the association were collected in coaches provided by the society and they were given refreshments after the show before being taken home.

The visit of Mr. Harlow H. Curtice, president of the General Motors Corporation, coincided with the production of the one-hundred-millionth sparking plug produced by the AC-Delco Division of the corporation at Dunstable. Mr. Curtice, whose visit was referred to in *The Autocar* of September 24, is visiting G.M. overseas plants in Europe. He was presented with the sparking plug by Miss Margaret Sinfield, who has been working in the Dunstable factory for 20 years.

A booklet called *Great Britain is a Good Country to Motor In* has been published by the GB Car Club, 60, Ebury Street, London, S.W.1. It gives brief information that may be of use to visiting motorists from abroad. It is available without charge on request to the club.

United Dominions Trust, Ltd., has received Treasury consent to an issue of 5,000,000 shares of £1. It is proposed to offer them to existing stockholders as one new share at £4 10s for every £2 of ordinary stock held. To enable the issue to be made, it is proposed to increase the nominal capital to £5,000,000.

With the permission of the Treasury, the directors of E. K. Cole, Ltd., recommend the issue of 1,676,300 ordinary shares of 5s each, credited as fully paid up, by way of capitalization of reserves to ordinary stockholders, in the proportion of one new ordinary share for every ordinary stock unit of 5s. The capitalization of £19,075, part of the amount standing to the credit of the profit and loss account, and the application of this sum, with the share premium account of £400,000 in paying up the new shares, is also recommended.

Information Sought

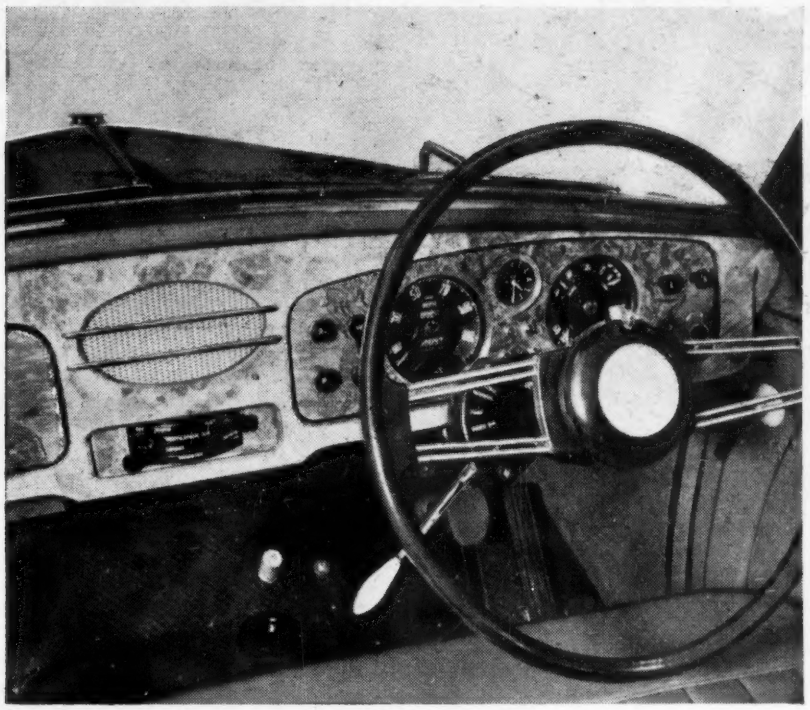
Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16973. D.K.W.
"N.R."—All possible information on pre-war models.

No. 16974. Engine Conversion.
"H.M."—Hints and details on fitting Ford Ten engine in Bradford van chassis.

No. 16975. Handbooks Required.
"A.E.C."—1939 1½-litre VA-type M.G.
"A.G.C."—1933 Alvis Firefly.
"L.G.C."—1948 Standard Eight.
"J.M.A."—1933 Rover Ten Special.
"D.R.C."—1934 Riley Kestrel.
"A.W.D."—1938 Talbot Ten.
"H.N.G."—Rolls-Royce Phantom I unabridged edition.
"J.H.K."—1938 14-60 Triumph Dolomite.
"V.A.B."—1937 Talbot 75.
"R.S."—1933 M.G. Midget.
"J.R.S."—1937 Wolseley Fourteen.
"A.H.N."—1938 Rover Twelve.
"F.G."—1948 12-48 h.p. Wolseley.

SMITHS INSTRUMENTS



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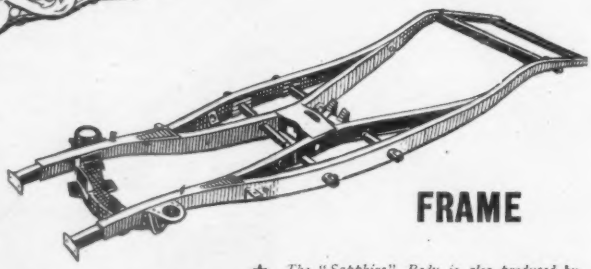

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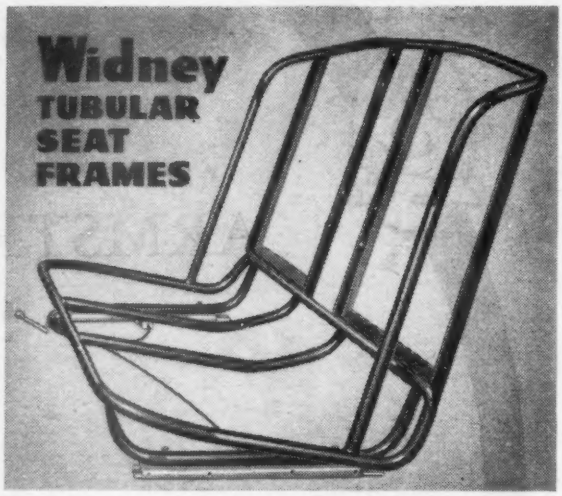

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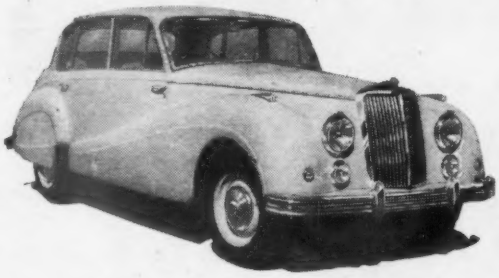

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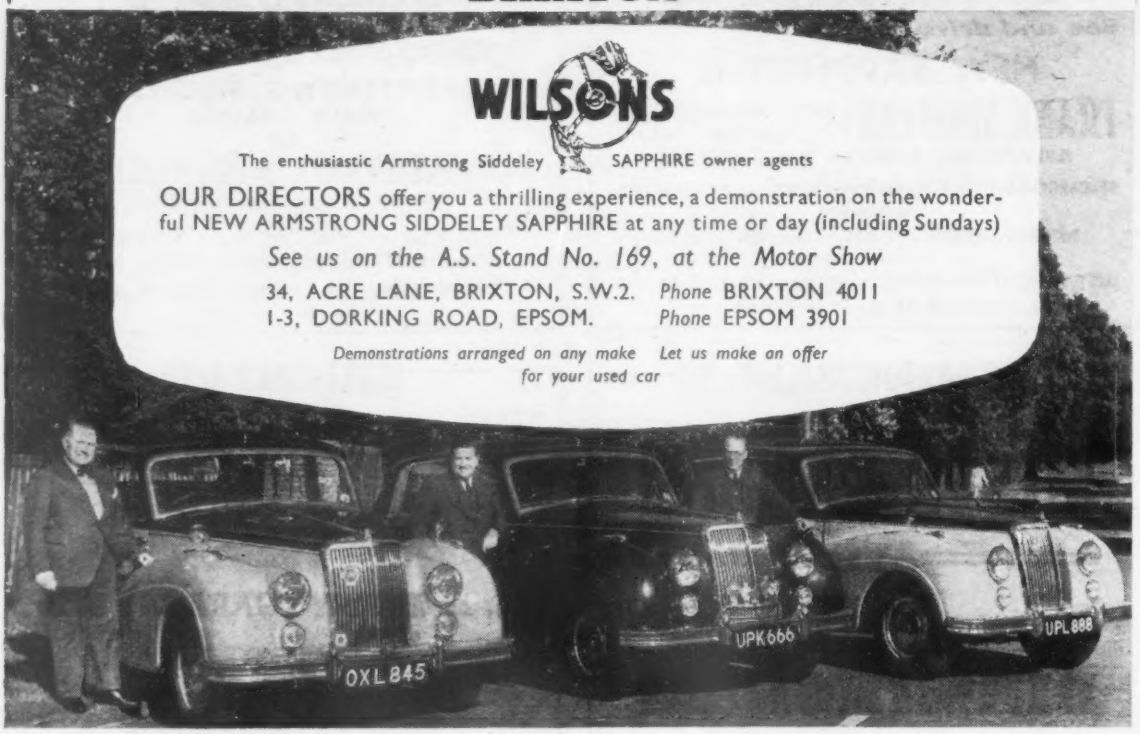

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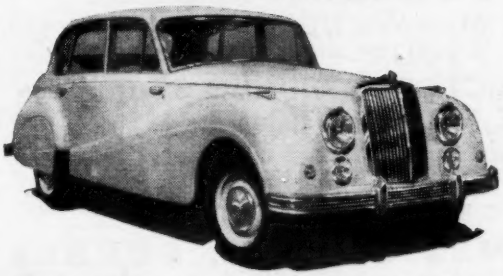

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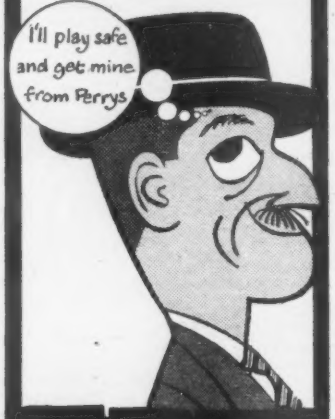

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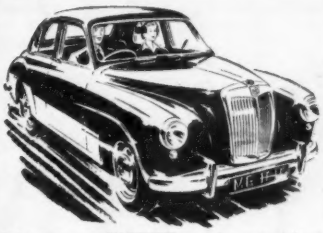

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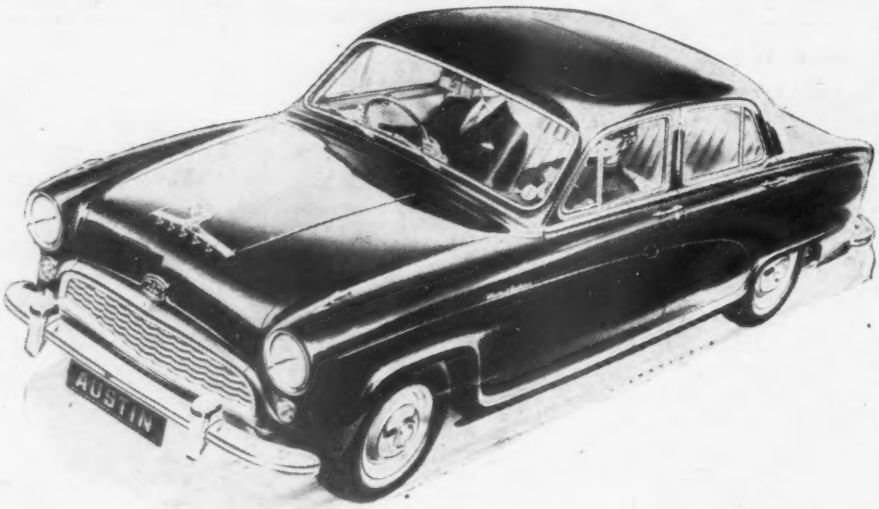

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BARTLETT.—Alfa-Romeo 2.3 8-cylinder supercharged Farina drop head coupe, records substantiate total mileage of 16,000 since new; a unique opportunity to purchase one of the very low mileage cars of this type left in the world; £595.—27A, Pembridge Villas, W.11. [C1013

1934 first registered 1937, 2.3 2-seater sports car, Alfa red, completely overhauled by Geoffrey Taylor, crankshaft reground by Burtonwood; this unique car is in exceptionally fine condition and is mechanically perfect; £575.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848/9. [0124/R

ALLARD

1951 Allard sports saloon, 2-tone, heater, fine car; £450.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074

£498.—Allard 1951 sports saloon, really magnificent condition, special finish, interior unmarked; cost over £2,000; must be seen to be appreciated; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. [C1017

1948 Allard short chassis drop head coupe, reconditioned engine, neck-breaking acceleration, record-breaking low price; £295; terms, exchanges; 3 months' written guarantee.—B.R.M. Car Sales, Cippenham, Nr. Slough, Bucks. Tel. Burnham 705. [8906

395gns.—Allard 1949 foursome drop head coupe, steering column gear change, heater, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

SALES & WANTS
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MOTORISTS!
ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE
See page 126

ALLARD

1951 (June) Allard saloon, 25,000 miles, one owner; £495.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth. Elmbridge 2254-5. [C4081

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., London, S.W.1. Sloane 5424.

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford Middlesex. Ealing 8841. [W3041

ALVIS

GE

1935 series Alvis Speed 20 4-door sports saloon, one enthusiast owner many years, a really fine car, remote contro. gear box, P100 headlights, masses of equipment; 135gns; written guarantee.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000

GATEHOUSE offer:—

1939 Alvis 12/70 saloon, immaculate condition; £345.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

BROOKLANDS: Alvis London distributors.

1954 Alvis 3-litre coupe, heater, 8,000 miles.

GUARANTEE; deferred terms.

QUALITY, service, satisfaction; open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1025

1937 Alvis Speed 25 saloon, very good condition; £220.—Box 7886. [8481

GORDON CARS (LONDON), Ltd.—1952 Alvis 3-litre saloon, immaculate condition; £950.

GORDON House, 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

£295.—1939 Alvis 12/70 saloon.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under " Sports Cars." [C3041/R

1948 Alvis 14hp with special Airflow streamline body, 18,000 miles only.—Dunham & Haines, Luton 2100-1. [C1079

1948 Alvis 14 saloon, extras; £535.—Montrose Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9082

1951 (June) 3-litre saloon, radio, heater, screen washers, 25,000 miles; £850.—Johnson & Brown, Ringers Rd., Bromley, Ravensbourne 2322.

1953 Alvis 3-litre saloon, black, radio and heater, new tyres just fitted; £1,225.—L. F. Dove, Ltd., 111/115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1939 Alvis 12/70 sports saloon, smart and fast; £295, terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894. [C3059

575gns.—Alvis 14, 1949 saloon, sliding head, leather, one owner, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ALVIS Firefly 1933 sports saloon, black/green upholstery, mechanical overhaul, body modified and rebuilt 1950, bumpers front and rear, twin horns, twin petrol pumps, Rede< lubrocharger, Dunlopillo front seats, excellent condition manual gear box, licensed Dec.; £175.—Boldry Highfield Garage, Chesterfield 2019. [8999

ALVIS 12/50 sports 1931 model, blue-grey wings, 3-seater Cross & Ellis body, 2-seater dickey seat, 11.9hp, 4-cyl. ohv, 1 carburettor manual 4-speed gear box, genuine 35 m.p.g., 70 m.p.h., only 3 owners since new, mechanically excellent throughout, all sound tyres, taxed year, last owner 16 years; 100% reliable, genuine bargain; £95; 300 miles trial; also photo.—18, Clarence Rd., Manchester, 21. Tel. Chorlton 1288. [9015

ALVIS sportsman's 14hp 4-cyl. 1-carburettor 4-seater drop head coupe, registered Dec., 1933, 1939 model, finished in exclusive High and green with black wings, in really outstanding mechanical condition, quiet engine, 4-s. synchro. manual gear box, splendid brakes, a pleasure to drive, fitted new tartan loose covers; a most attractive, really fast, economical; thoroughly reliable car, suitable to lady or gentleman requiring something out of the ordinary; its pedigree proves its performance, genuine bargain; £220; 300 miles trial; also photo to genuine enquirer.—18, Clarence Rd., Manchester, 21. Tel. Chorlton 1288 any time. [9014

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

ALVIS 12/70; a masterly example of British pedigree race-bred motor cars, 1937 drop head super sports, fitted special Continental all-aluminium 2/4-seater body, superbly finished in original black with most exclusive lines. 4-cyl. 1-carburettor, exceptionally economical, terrific performance, manual gear box, all good tyres, mechanically sound throughout, quite recently had extensive overhaul; a delightful car to drive; £195; 300 miles trial; photo to genuine enquirer.—18, Clarence Rd., Manchester, 21. Tel. Chorlton 1288. [9016

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER Ltd., offer:—

FOR immediate purchase of your Alvis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040

POST-WAR Alvis required for cash.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2055

H. A. SAUNDERS, Ltd., Golders Green, require:—

ALVIS cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

REQUIRED, really good Alvis.—Edwards, Amesbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Alvis.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

XXX H. F. Edwards offer immediate cash for good Alvis.—28-30, Upper High St., Epsom, Surrey. Epsom 9400. [W2001

A LVIS 3-litre required by private buyer; must be low mileage and immaculate; realistic price.—55, Broadwalk, E.18. Wanstead 2688. [9002

GATEHOUSE MOTORS are buyers of Alvis cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry. [S0391/R

CHARLES FOLLETT Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R

KINGSTON-ON-THAMES, Alvis agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kin. 2241-2. [S4053/R

MANCHESTER.—Alvis repairers and spares main agent.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2784-5. [0653/R

AMERICAN CARS

SIMPSON'S offer:—

RHD 1948 Chevrolet, all extras, very clean.

RHD 1951 Plymouth Cambridge, radio, heater, directional blinking signals, many other extras.

1953 Buick, Firehall, V.8 engine, radio, heater, fully equipped, very low mileage.

1951 Buick Riviera coupe, Dynaflow drive, radio and heater, completely equipped all extras; choice of 2, 1 black/white top, other maroon.

1953 Chevrolet, radio, heater, completely equipped with many extras.

1948 Chevrolet, radio heater, fitted with all extras.

1950 Ford Customs, fitted with all extras and overdrive, moderate mileage.

1947 Ford V.8 super de luxe, fitted many extras.

1940 Ford V.8 convertible, fitted many extras.

1953 Oldsmobile Rocket 88 with hydramatic drive, radio, heater, Whitewall tyres, window washers, Ocelot seat covers.

1952 Pontiac Chieftain, low mileage, radio and heater, completely equipped, seat covers.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 545, High Rd., Wembley. 6691/3903. [C4015

CAMDEN MOTORS offer the following American cars:—

POST-WAR.

1949 Plymouth Series P18 6-seater de luxe saloon, genuine one owner, low mileage, all extras.

1949 Buick Series 50 Super Eight 6-seater saloon, 16,000 miles, very immaculate order.

1948 Studebaker Champion 22hp saloon, right-hand drive with overdrive.

1949 Studebaker Commander coupe, right-hand drive 6-seater convertible, electric hood and overdrive.

1948 Studebaker Champion 22hp coupe, right-hand drive 6-seater convertible, electric hood and overdrive.

1948-9 Packard Super Eight right-hand drive 6-seater saloon, overdrive, radio, heater.

PRE-WAR.

1939 Buick Viceroy saloon, steering column gears, a nice car; £225.

1937 Chrysler Kew saloon in leather, privately owned; £165.

1938 Chevrolet Master de luxe limousine, division, forward occasionals; £265.

1938 Buick Super 8 drop head coupe, Carlton foursome model, leather upholstery, most impressive car; £195.

FOR further details call, write or tel. Camden Motors, Leighton Buzzard 2041. Open till 8 p.m. [C1035

JOE THOMPSON (MOTORS), Ltd., offer a selection of late model American cars.—91-95, Fulham Rd., South Kensington. Tel. Kensington 4858. [C4028

AMERICAN CARS

METCALFE & MUNDY, Ltd.

1954 Oldsmobile 88 saloon, brand new and unused.

1953 Buick saloon.

1952 Studebaker Champion saloon, 9,000 miles.

1951 Studebaker Commander convertible.

1950 Buick saloon Dynaflow.

FOR details see under classified headings.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13/14, Upper St. Martin's Lane, London, W.C.2. (adj. Leicester Square Tube Station). Temple Bar 3588.

American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3903, 345, High Rd., Wembley. [W4015/R

NOW hear this!

METCALFE & MUNDY, Ltd., are keen and enthusiastic buyers of American cars in sound condition.—'80, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

JOE THOMPSON (MOTORS), Ltd., require American cars.—91-95, Fulham Rd., S.W.3. Kensington 4858.

TAYLOR & CRAWLEY will buy low mileage luxury American cars at very good prices.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [W4036

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588.

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1953 Armstrong Siddeley Sapphire, electric preselector, black, immaculate; £1,425; 1 week's free trial; guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001.

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1948 Armstrong Hurricane foursome coupe, a really immaculate example, reconditioned engine recently fitted, coachwork repainted and a new plastic hood fitted, push-button radio, Ace Rimbellishers, taxed December; 439gns or £115/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

AUTOMOBILIA, Ltd., offer:—

1950 Armstrong Siddeley Hurricane foursome convertible coupe, 16hp, grey/maroon, maroon leather, radio, heater, screenwashers, twin spotlamps, speedometer reading 17,000 miles, immaculate condition; £535.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1947 Armstrong Siddeley 16hp Hurricane drop head coupe, grey, grey hide, immaculate, highly recommended; £359.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

CHARLES FOLLETT, Ltd., official Armstrong Siddeley retailers and repairers, offer:—

1953 (Oct.) Sapphire, midnight blue, electric preselector, twin carbs., twin exhaust system, radio set, etc., 11,000 miles, superb example, most carefully maintained; £1,450.

SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

SERVICE.—Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

GORDON CARS (LONDON), Ltd.—1953 Armstrong Sapphire saloon, flue-green, perfect order; £1,395.

1952 Armstrong Whitley saloon, blue, heater, radio; £895.

GORDON House, 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

1950 Lancaster saloon, black, red leather, exceptional; £565.—Read Car Co., Ltd., Brighton Rd., Sutton. Tel. Vig. 8978 and 8403 [C3048

CASS'S MOTOR MART.—1949 (May) Armstrong 16, Typhoon saloon, black, heater, 38,000 miles, outstanding condition; £525; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1954 (June) Armstrong Siddeley Sapphire saloon, 5,000 miles, attractive price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1954 A Sapphire black and beige, beige hide, preselector gear box, radio, and tailored seat covers, 1,100 miles, as new; cost £1,850; our price £1,625.—Robbins, East Putney. Tel. 7881. [C3010

OCTOBER, 1953 Armstrong Sapphire, grey and black, radio/heater, synchro box, one owner, speedo reading 6,000; £1,450.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wanstead 6666 (20 lines). [8925

1954 Armstrong Siddeley Sapphire, elephant grey, trimmed blue, synchromesh gears; this car is unmarked and its mileage is under 3,000, absolutely faultless, reasonable price.—Hamtune Motors, Ltd., 39, Sheen St., Northampton. Tel. 3616. [8639

495gns.—Armstrong Siddeley, 1949 Hurricane drop head coupe, manual gear change, radio, heater, carefully used; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 (reg. Nov., 1951) Armstrong Siddeley Hurricane d.h. coupe, black/brown leather, heater and maplight, genuine 17,000 miles from new with one owner, impeccable in every detail; £650.—Gordon White & Co., Ltd., Gerrard Cross 2077 [8846

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

ARMSTRONG SIDDELEY cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0183/R

XXX H. F. Edwards offer immediate cash for good Armstrong Siddeleys.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

PASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001 [0835/R

7-SEATER 1951-52 private 18hp Limousines, also 25hp, reasonable mileage 1938/39 Limousines. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering services; 48-hour exchange engine and gear box services; quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

FULL repair and overhaul service for Armstrong cars.—Harman, 24, Astwood Mews, S.W.7. Fremantle 7471. [0797/R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

PASS AND JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). [0670/R

ASTON MARTIN

FRIARY MOTORS.

1954 (model) DB2/4, black/beige, 11,000 miles, taxed, excellent; £2,050; 1950 DB1, d/h coupe, green, taxed, immaculate; £1,150; 1940 C type speed model, taxed, excellent; £585; 1937 (first registered) Ulster, fitted 2-litre speed model engine, 9,000 miles since complete rebuild, taxed, £415; 1937 speed model, rebuilt and re-registered 1950, very fast; £325.—Straight Rd., Old Windsor. Windsor 2002.

BROOKLANDS: Aston Martin sole distributors.

1954 D.B.2-4 models available for show and demonstration.

1954 Aston Martin D.B.2-4 saloon, 4,800 miles.

BUY or sell with confidence: open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

PERFORMANCE CARS offer from over 150 guaranteed cars large selection of pre-war Aston Martins.

ASTON MARTIN 2-litre coupe with dickey, 1939, choice of 2, red or black; £525 and £345.

ASTON MARTIN 2-litre tourer, 1938, £325; Aston Martin 1½ Le Mans short chassis, 1934, £245.

ASTON MARTIN 1½ Le Mans 2-seater, 1934, £225; Aston Martin 1½ International tourer, 1931, £155.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock.—See under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

ASTON MARTIN, choice of two, 1953 and 1954; we will be pleased to discuss part exchanges on your present car.—Slocombes, Ltd. Willesden 4869. [C4017

ASTON MARTIN, February, 1954, DB2/4 saloon, one owner; offered at the attractive figure of £1,975.—A. P. N. Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. [C2015

BARTLETT.—Aston Martin 3-litre 160 m.p.h. DB/111/11 2-seater, full road equipment, complete history available, very low mileage.—27A, Pembridge Villas, W.11. Bay. 0523. [C1013

325gns.—Aston Martin, 1938 15/98 2-litre short chassis drop head coupe, pastel blue, new hood, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

DB3 (large type), 1 of 4 originally sold to private owners, first registered June, 1953, finished 5th T.T., 5th and class winner Caen, 5th h'cap race Roubaix, 5th 12-hour race Casablanca, in 1954 5th Whitsun H'cap Goodwood, 5th Crystal Palace, class winner international sports car race Snetterton, winning team David Brown challenge trophy, suitable as unique road car.—All details on application to Pippbrook Garage, London Rd., Dorking. Tel. 3891.

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

ASTON MARTIN, 1954, DB.2/4 wanted, must be low mileage and genuine; £1,800 to £2,000 offered.—BM/YHHK, London, W.C.1, or Imp. 946, evenings.

Aston Martin Spares and Service

FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines, for all Aston Martin cars produced up to 1940; specialised servicing facilities.—Old Windsor. Tel. Windsor 2002/3. [0198/R

AUSTIN SEVEN

1936 tourer, blue; accept £76.—140, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£195!!!—Austin Big Seven de luxe saloon, carefully used, excellent grey cellulose, leather upholstery.—Below.

£69!!!—1934 Austin 7 saloon, excellent clean, sound motor car, value for money; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SEVEN

1935 Austin 7 saloon; £85.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9128

195 gns.—Austin Big 7, 1939 4-door saloon, sliding head, leather, good tyres, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ANOTHER 1937 Austin 7 Sports Nippy 2-seater, considered one of the best available for condition and performance; £175.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (nearest tube, Camden Town Station). Euston 2700 and 8894. [C3059

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A30

CAR MART, Ltd.

LONDON Distributors.

1954 Austin A30 2-door saloon, heater; £505.

1953/4 Austin A30 2-door saloon, heater; £465. —Car Mart, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039

RUSSELL MOTORS offer:—

1954 Austin A30, 3,000 miles only; £495.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1 Sloane 9288. [C3060

B. J. HUNTER, Ltd., offer:—

1953 Austin A30 saloon, 4-door de luxe model, one owner; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

PHILIP RICKARDS, Ltd., offer:—

1953 Austin A30 4-door saloon, beige, heater, 11,000 miles; part exchange; deferred terms. —4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

R. C. WIMBUSH, Ltd., offers:—

1954 Austin A30 2-door saloon, colour black, fitted heater, low mileage; £510.—312, Earls Court Rd., London, S.W.5. Fremantle 8401 [C4056

GARDNER & Co. (HENDON) offer:—

1953 Austin A30, 4-door saloon, heater, low mileage, as new; £495.—Hendon 3359 and 8460.

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 A30 Seven 5cwt delivery van in priming; £359/14/7.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

AUSTIN A30 1954 saloon under 2,000, as new; £525. —Box 8114. [8936

1954 Austin A30, new, unregistered, 4-door saloon, grey-red, £504/0/10; also black/red, heater, £526. [C4004

1954 (July) A30 2-door saloon, 2,000 miles, like new; £495.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

AUSTIN A30, 1954; £515; part exchanges, cars or motor cycles; hire purchase terms.—Sloombes, Ltd., Willesden 4869. [C4017

£485.—1953 (November) Austin A30 4-door saloon, black, beige fitted heater, nominal mileage, excellent order throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1954 Austin A30 4-door saloon, little used, unmarked; £530.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1954 A30, 1 month old, 750 miles, brand new condition; £495.—Write 60, Downton Ave., S.W.2. Tul. 4526. [8834

1954 (Oct., '53) A30, 4,000 miles, innumerable extras; £520.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 6821/2. [C3040

Austin A30 Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. [0925/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A30 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

RICHARDS & CARR buy Austin A30.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

£345.—Austin 8 1947 4-door saloon, leather interior, sliding roof, exceptional throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1946 Austin 8 saloon, reconditioned engine; unrepeatable value, £265!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. [C1011

Austin Eight Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 8 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

AUTOMOBILIA, Ltd., offer:—

1947 (Oct.) Austin 10 4-door de luxe sunshine saloon, pastel green, brown leather, excellent condition; £345.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1069

1940 Austin 10; £265; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

AUSTIN TEN

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1940 model Austin 10 sliding roof saloon, original black cellulose, one owner and 39,000 miles only, radio, in wonderful condition; £515.

1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063

1934 model saloon, green; £91.—140, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1946 Austin 10 saloon; £525.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9064

£233!!!—Austin 10 Cambridge de luxe saloon, one of the finest we have had, beautiful throughout; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1946 Austin 10 saloon, blue/black, one owner, fitted reconditioned engine, outstanding; £339.—Spur Garage, Bushey Rd., Raynes Park. Liberty 4852. [9173

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 10 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

GARDNER & Co. (HENDON) will buy your Austin 10.—Hendon 3359 and 8460. [W2074

PRIVATELY owned Austin 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

1939 Austin 10 Cambridge saloon wanted.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

GOOD Austin 10 wanted for cash.—Walter Scott, Ltd., 39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [W4006

AUSTIN A40

CAR MART, Ltd.

LONDON Distributors.

1954 Austin A40 Somerset saloon; £665.

1953 Austin A40 Somerset coupe, radio, heater; £615.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

NEWNHAMS, Ltd

1953 A40 Somerset saloon, black, heater, leather, etc., 12,000 miles; £645.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

ELM AUTOSALES offer:—

1952 Austin A40 Somerset, light blue with beige leather interior and heater, low mileage, one owner, immaculate car; £585.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615.

R. C. WIMBUSH, Ltd., offers:—

1951 Austin A40 GS3 model, green, heater, sunroof, moderate mileage; £535.—312, Earls Court Rd., London, S.W.5. Fremantle 8401 [C4056

OVERSEAS CARS, Ltd., offer:—

1952 Austin A40 saloon, beige/hide, fitted heater; £595.—For other Overseas car bargains see page 93.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

C.M.I. CAR SALES (Pri. 6623) offer:—

1954 Austin Somerset saloon, blue, hide upholstery, sliding roof, heater, 8,000 miles, taxed year; £665.

THREE months' guarantee; terms; list on application. —Swiss Cottage, Finchley Rd., N.W.3. [C1051

SUTTON COURT MOTOR Co., Ltd., offer:—

1952 (October) Austin A40 sports convertible, 17,800 miles, colour beige with red leather, complete with heater, a really beautiful car in lovely condition; £585.—154, Sutton Court Rd., W.4. Chiswick 0911. [9161

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin, the new Cambridge A40 and A50 and all show models; limited number of orders now acceptable from proven essential users; application form, brochures, easy terms upon request.

1949 Austin A40 Devon saloon, black/red leather, well maintained, highly recommended; £395.

1954 (April) Austin A40 Somerset 4-door saloon, black, one owner, sliding head, brown hide seats, heater, radio, overriders, Bluemel plates, taxed December; £640.

1953 (Feb.) Austin Somerset drop head coupe, one owner, mileage 11,000, black/fawn hide, immaculate, highly recommended; £620.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

DAGENHAM MOTORS, Ltd., offer the following car:

1952 (Nov.) Austin Somerset saloon, grey, radio, heater, 19,000 miles; £615

56, Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Austin A40, excellent condition throughout, one owner, taxed; £485.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

1954 Austin A40 Somerset saloon, one owner, 7,000; £650.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

£495.—Austin A40 saloon, 1951, black, heater, leather, very good condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2006

AUSTIN A40 Somerset 1953, 11,000 miles, grey, heater; £620.—Flaxman 7951. [9200

UNDER 3 years, under 24,000, grn./bn., first-class condition; best offer over £525.—Cunningham 8636, or Box 8059 [8829

AUSTIN A40

1948 (November) A40 Dorset saloon, very attractive car in excellent condition throughout; £425.

1953 (August) Austin A40 Somerset coupe, sky blue, 11,000 miles, one owner, heater, practically as new; £645; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

A40 Sept., 1951, G.S.3, black, heater, one owner, 16,800, spare unused, steering gear change; £525.—37, Preston Gdns., Cockfosters, Barnet 4240. [9012

1952 A40 Somerset saloon; £575.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9063

A40 1949 Dorset saloon, mist green, s/h; £350 o.n.o.—Sheldon, 154, Cumnor Hill, Oxford, Cumnor 123. [9020

1950 A40 Devon saloon; £435.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9064

1949 A40, sunshine roof, one owner only, exceptional condition; £425.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4604/6452. [C3017

1953 Austin A40 Somerset saloon, heater, in excellent condition; £595.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066.

1951 Devon saloon, sliding roof, bottle green, brown hide, radio, heater, one owner, superb condition; £550.—Robbins, East Putney. Tel. 7881.

1953 (late) A40 coupe, pale green, low mileage; £575.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth, Elmbridge 2254-5. [C4081

1953 (November) Austin A40 saloon, grey, blue leather, heater, covers, Ace Rimbellishers, one owner, 8,300 miles, genuinely as new; £650.—Box 8156. [9073

1953 model Somerset, in immaculate condition, £595; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

AUSTIN A40 saloon, 1949, one owner, excellent condition, blue/blue leather, new tyres; £450.—Radford Debenners, Lynx Hill, East Horsley. Week-ends Tel. 2508. [9048

JACK ROSE, Ltd. offer 1953 A40 Somerset coupe, radio and heater, a beautiful car, almost unmarked; £595.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1950 Austin A40 Devon saloon, excellent condition; £495; exchanges, h.p. terms.—Mitchell Erskine, Ltd., 105 Queensway, Bayswater, W.2. Bay 5929. [C2061

£465.—1949 (August) Austin A40 4-door saloon, beige, radio, heater, immaculate; £125 down. —Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490. [C1024

1954 (May) Austin A40 drop head, green, mileage negligible, White Wall tyres, Ace Rimbellishers; £700.—Buntings Motor Exchange, Harrow, Tel. Harrow 6225. [9142

1954 A40 Somerset coupe, 5,000, blue seats, blue leather Undersealed, heater, mirrors, Regency blue tartan covers, radiator blind, very handsome car; £675.—Chancery 5194, Grimsdyke 3315. [9044

1953 (July) A40 Somerset, sun roof, heater, 11,000, taxed, one owner, superb; £610.—Bruce Frame, 8a Cromwell Mews, South Kensington. Flaxman 0513. [C2014

1949 Austin A40 4-door saloon, blue with blue upholstery, fitted heater, one owner, good condition, taxed year; £445.—L. F. Dove, Ltd., Guildford Rd., Woking 1282. [C1078

675 gns.—Austin A40, April, 1954, Somerset convertible, Romney blue, leather, heater, overriders, one owner, 3,300 miles, spare unused; terms; exchanges.—Rowland Smith, below.

565 gns.—Austin A40, October, 1952, Somerset de luxe saloon, Romney blue, sliding head, leather, heater, small mileage, exceptional; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ARCHIE SIMONS & Co., Ltd.—1953 (Dec.) Austin Somerset saloon, colour cream, red hide upholstery, taxed, 7,000 miles, virtually as new; £645.—94, Gt. Portland St., W.1. Lan. 1343. [C4015

1953 Austin A40 Somerset, black/beige, heater, one owner, 15,000 miles, written guarantee; £645.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1954 (July) A40 Somerset coupe, under 1,200 miles, silver grey, blue leather, heater, wing mirrors, Overriders, taxed; £740, would exchange for Vauxhall Velox 1953-54.—Write 12, The Broadway, Broadstairs. Tel. Thanet 61604. [9025

£555!!!—1951 Austin A40 de luxe saloon, extras include leather, heater, sunshine roof, personally used and owned by our Director's wife, speedometer reads 17,000, spare wheel unused, whole car immaculate, 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

Austin A40 Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. [0957/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A40 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

ALMOST new A40 required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

AUSTIN A40 buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

PRIVATELY owned A40.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

AUSTIN TWELVE

1946 Austin 12 de luxe saloon, black, privately owned, excellent condition; £585.—John Gray, 20, Hermitage Lane, N.W.2 Speedwell 1242. [C2026

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE

1933 Austin 12/4 saloon; £50.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9089

1947 Austin 12 4 saloon de luxe, black, trimmed brown leather; £365; terms, exchanges.—A. E. Palmer Motors, Ltd., Luton 4212. [8404

1946 (Oct.) 12hp saloon de luxe, black, blue hide, radio and heater; £365.—Robbins, East Putney. Tel. 7881. [C3010

£69 !!!—Austin 12/6 saloon, good sound runner, about 21 years old but still in the prime of life. —Lambs of Wood Green, 421/425, High Rd., Finchley, N.12. Finchley 6221 [C2052

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

HPG 1949 Austin 16, excellent mechanically, full details of maintenance from one owner, genuine mileage, finished immaculate black, spotless chromium, beautiful brown hide and matching carpets, heater, sliding roof; £445; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkswood 7208/2031. [C1086

HENDON CENTRAL GARAGE, Ltd., offer:—

1948 Austin 16 saloon, new tyres, taxed, one owner; £390.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 series Austin 16hp saloon, black, brown hide upholstery, rim embellishers, heater, moderate mileage, two owners, excelent; £435.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

HEARSES!!! £1,150. A selection from this price; attention address!!!

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. 'Phone Richmond 1161. [8956

1948 Austin 16 sun saloon, faultless condition; £425.—G. W. Wilkin, Ltd., 1, Western Park, Kingston-on-Thames. Kin. 8104. [C4053

1947 (reg. Dec., 1946) Austin 16 saloon, very nice order, 100 per cent mechanical condition, 4 new tyres, 3 months' guarantee; £325. [C1061

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines).

1948 Austin 16 saloon, magnificent, guaranteed; £350; payments.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1519. [C4078

1948 Austin 16, excellent condition; £425.—Jack Pozner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4 [3068

A.Z. MOTORS offer 1947 Austin 16, engine just reconditioned; exceptional value, £340.—100, Palmerston Rd., F.W.6. Mal. 4723. [C1011

1948 Austin 16 saloon, radio and heater; £425.—Montroe Motors, (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9086

1948 Austin 16 de luxe saloon, finished black, brown leather interior, one owner; £365; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [8403

1946 Austin 16 saloon, black, brown leather, H.M.V. radio, exceptionally good condition; £345; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1948 Austin 16 saloon, finished black, brown leather, exceptional condition throughout; £375; terms, part exchange.—Tate & Hitchins, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Spe. 9875. [9201

£435 !!!—1949 series Austin 16 de luxe saloon, bodywork spotless, interior leather beautiful, whole vehicle looks and runs as though it has only done 10,000 miles, the finest we have had; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

LIMOUSINE Hirecars, 1951/52, forward occasionals, brown leather, nominal mileages, desirable condition, black, selection available, competitive prices.

1100 miles 1953 Hirecar Limousine, partition, forward occasionals, leather throughout, black, spotless condition.—Alpe & Saunders, Ltd., Providence Court, North Audley St. Mayfair-2941. [S1006

Austin Sixteen Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 16 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HIRECAR 1949/51/53 Limousines urgently required, cash waiting. Alpe & Saunders, Ltd., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN A70 & A90

W.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1949 Austin A90 convertible, leather and heater; £465.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444 [C3042

CAR MART, Ltd.

LONDON Distributors.

1954 Austin A70 Hereford saloon, sliding head, heater; £815.

1952 Austin A70 Hereford saloon, radio, heater; £595.—Car Mart, Ltd., 37, Davies St., Grosvenor Square, W.1. Mayfair 5011. [C1039

PETER BANTOCK CAR SALES offer:—

1952 Austin Hereford Countryman, 24,000 miles, owner; £595.—104, High Rd., Chiswick 2725/5870. [C1014

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Austin A70 saloon, radio, heater, taxed year; £525.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

AUSTIN A70 & A90

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1951 Austin A90 Atlantic all electric convertible coupe, in really superb condition throughout, radio and heater fitted, one very careful owner only, taxed December; 559gns or £142/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1953 (Feb.) Austin A70 saloon, one owner, black/brown hide, radio heater, foglamp, reverse lamp, very highly recommended; £625.

1952 (Aug.) Austin A70 saloon, one owner, grey/blue hide, heater, immaculate, well maintained; £560.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1953 Austin A90 saloon, finished grey, radio, heater, low mileage, one owner, as new throughout; £685 [C1001

1953/54 Hereford saloon, warranted 5,000 miles only, heater; £695; written guarantee; H.P., exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time.

1951 Austin A70 Hereford saloon, carefully maintained; £535.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 8104. [C4055

1950 (Nov.) Austin A70 saloon, 1 owner, sun roof, radio, heater, moderate mileage, faultless condition throughout, 3 months' guarantee; £495.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

AUSTIN A90, 1950, electrical hood and windows, heater, radio, recond. engine; £475; offers.—34, Rhodrons Ave., Hook, Surbiton. Elmsbridge 1583.

1952 (Oct.) Austin A70, one owner, green, heater, 18,000 miles, excellent.—Tickford, Ltd., Temple Bar 3338. [C4029

1950 (November) Austin A70, black, brown upholstery, one owner, 30,000 miles, in really first-class condition.—Box 1954. [9071

1952 Austin A70 convertible, black, green interior, 13,000 miles only; £665.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085.

1952 (June) Austin A70, black, brown upholstery, mileage 24,000, one owner, carefully maintained.—Box 1655. [9070

1950 A70 saloon, radio and heater; £495.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171.

JACK ROSE, Ltd., offer: 1952 A70 saloon, 19,000 miles, almost brand new, £635; also 1950 series, open to any examination, £450.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

£598.—Austin A90 1951 type Atlantic, all-electric convertible, original condition, beautifully kept, tyres almost new, tip-top mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. [C1017

1953 Austin A70 sun saloon, one owner, loose covers as new, B.M.C. warranty given, taxed; £695.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mal. 6109. [C4053/1

1950 Austin A90, radio, heater, power top and windows, one owner, superb car; £595.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5215. [C4056

HILLWOOD MOTORS.—1951 Austin A70 (registered Dec., '50), grey with brown leather, fitted heater, a genuine one owner car, very lively performance and comfort for 6 people; £495.—Mill Hill 4232. Open 9-8, Mon.-Sat. [8969

1950 Austin A90 convertible, radio, heater, loose covers, screen washers, spot, fog and reverse lamps, winking lights, Lifeguard tubes, good tyres, new hood, good mechanical order, taxed, beautiful condition.—A. Gouldbourn & Son, Ltd. Tel. Newcastle, Staffs 69688. [8889

TANKARD & SMITH, Ltd., offer 1950 Austin A70 Hampshire saloon, finished in blue with blue leather upholstery, one owner, heater, very carefully used car in excellent condition; £475; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4026

HILLWOOD MOTORS.—1952 Austin A90 Atlantic sports saloon, finished in 2-tone black and grey with red hide interior, built-in radio and heater, all good tyres, an elegant car with performance in keeping with its rakish lines; wonderful value at only £545.—Mill Hill 4232. Open 9-8. Mon.-Sat. [8970

A.M. MOTORS offer 1953 model Hereford, fitted loose covers, heater, one owner, fully guaranteed; £595!! also 1952 Atlantic A90 sports saloon, fitted radio, heater, loose covers, screen washers, etc. black with red, most attractive vehicle, original cost £1 500, offered at bargain figure, £595!!.—100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1950 Austin Atlantic, power hood and windows, this is the late property of a well-known rally driver and is fitted with extras as follows: loose covers, heater, radio, twin Flametrowers, two other well-placed spot lights, special winking light indicators, continental braking lights, reversing light badge bar, towing bar, special map light, passenger hand rails, twin spares, state of battery indicator, and heavy-duty battery, the bodywork is in blue with a maroon plastic hood whilst mechanically the car is good, having covered an indicated 32,000 miles, Michelin snow tyres are fitted and the car is offered at £465 or £125 deposit.—Portland Sports Autos, Meadowhead Garage, 186 Meadowhead, Sheffield, 8. Tel. 45212.

Austin A70 and A90 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [0353/R

ALMOST new A70 required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2678. [W3016

Austin A70 and A90 Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A70, Austin A90 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

REQUIRED, really good Austin A70.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHTEEN

DICKS.

1937 Austin 18 7-passenger saloon, carefully used; £195

DICKS CAR SALES, Ltd., 385/401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

7-PASSENGER 1936 black Windsor Saloon, leather throughout, certified mechanically, excellent order, reasonable cost.—Alpe & Saunders, Ltd., Providence Court, North Audley St. Mayfair-2941. [C1006

Austin Eighteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1938/39 private 7-seater Limousines, also Windsor Saloons, urgently required, cash waiting. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

Austin Twenty Cars Wanted

1937/38 Limousines wanted, good condition essential, cash waiting. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN A125 & A135

RUSSELL MOTORS offer:—

1949 Austin Sheerline, 26,000 miles only, supplied new by us and regularly serviced throughout its life, black and beige hide, a really exceptional example.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

B. J. HUNTER, Ltd., offer:—

1949 Austin Sheerline saloon, fitted radio, heater, etc.; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., of Worcester.

1951 Austin Sheerline saloon; black with beige leather, fitted radio and heater; 19,000 miles by one owner.

AUSTIN House, Castle St., Worcester. Tel. 2368. [C4005

HEARSES!!! £1,150. A selection from this price; attention address!!!

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. 'Phone Richmond 1161. [8255

ACRES offer 1949 (September) Austin Sheerline, £545; 1951 (December) Sheerline, £775; both one-owner cars.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

G. & M. ALFREDS (1936), Ltd.—1953 Austin Princess saloon, radio, heater, low mileage, superb order throughout.—6-7, Warren St., W.1. Euston 3268.

1954 (July) Austin Sheerline, 385 miles; only £1,495.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1949 Austin A125 Sheerline; £565.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9088

JACK ROSE, Ltd., offer: 1953 Sheerline saloon, in grey, radio and heater, loose covers, low mileage; £1,025.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

AUSTIN Sheerline, black, 1952 model, one owner, low mileage, radio, heater superb condition; £710. —B. & H. Motors, 1464-6, High Rd., Whetstone (Finchley), N.20. Hillside 6671. [C1020

1952 Austin Sheerline, grey, excellent condition, small mileage, chauffeur maintained, one owner who is leaving for abroad; £1,200.—Apply to Agent, Estate Office, Stanton Harcourt, Oxon. [8852

AUSTIN Sheerline de luxe saloon, 1949, grey with grey leather upholstery, one owner, 23,000 miles, radio and heater, bodywork and appearance unmarked; £545.—Martin, 149, Leeds Rd., Harrogate. Tel. 81086.

12000 miles only, 1952 Austin Princess saloon, radio, heater; £1,295.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1952 Sheerline, grey with grey leather, 23,000 miles, New Dunlop Fort tyres, Lifeguard tubes, modified to 23 mpg, an outstanding car; £795. —Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

A & S Limousines, 1951, long wheelbase, partition, forward occasionals, original private owner, reasonable cost.

LIMOUSINE, 1952, long wheelbase, extra wide occasionals, genuine mileage 3,000, black, immaculate. —Alpe & Saunders, Ltd., Providence Court, North Audley St. Mayfair-2941. [C1006

Austin A125 and A135 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0352/R

CHAIN OF EALING

REQUIRE used Austin Sheerlines. Perivale 4404. [C1043

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A125 and Austin A135 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

TOP prices paid for Sheerline limousines.—Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231.

SHEERLINE wanted, black, must be immaculate, 1950 to 1952; cash waiting; no dealers.—Miller, Uxbridge 3301. [9051

7-SEATER 1951/2/3 Sheerline partitioned Limousine required, cash waiting. Alpe & Saunders Ltd. 2 Providence Court, North Audley St. Mayfair-2941.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN MISCELLANEOUS

AUSTIN 4-seater tourer, registered 1949; £195; part exchanges, cars or motor cycles, hire purchase terms.—Slocombes, Ltd. Willesden 4869. [C4017

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CHAIN OF EALING require used Austins, Sheerline.—Perivale 4404. [W1045

MARSTON MOTOR Co., for your Austin.—Tel. Sta. 2000. Seven Sisters Rd., Tottenham, N.15 [0598/R

AUSTIN, 12-16hp, 1947-1948, wanted, must be in first-class condition.—Write, Berry, 16, Yorke Rd., Reigate. No telephone. [8878

XXX H. P. Edwards offer immediate cash for good Austins.—28-30, Upper High St., Epsom, Surrey. Epsom 9400. [W2001

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [0541/R

Austin Spares and Service

FOR Austin, Wimbledon for everything Austin, spares pre-war and post-war; exchange units from stock; Saturdays till 6 p.m.; night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0223

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.9. (Ealing 6600), and 382, Streatham High Rd., S.W.16 (Streatham 0054). [0160/R

C. G. NORMAN and Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211 [0271/R

AUSTIN, the main agents for spares, service and repairs.

TEL. Lamkester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0916/R

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel Mus. 1932. [0500/R

FAIRLEY'S (Reg Phillips) are first choice for all Austin spares, '32-'49 by return post.—John St., Sheffield, 22876. [4933

AUSTIN spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc., s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274/5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

AUSTIN-HEALEY

DUNCAN HAMILTON & Co. offer:—

1954 model Austin-Healey, 4,000 miles, red with heater, overdrive, etc., immaculate; £895.—33, High Rd., Byfleet, Surrey. Byfleet 3101 day and night. [C1091

BROOKLANDS; Austin-Healey stocking agents.

1954 Austin-Healey 100 2-seater, small mileage.

BUY or sell with confidence; open 9 until 7

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 (May) Austin-Healey, blue, 1,700 miles, quite as new, recommended without reserve; £895.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

BARTLETT.—Austin-Healey 1954 125 m.p.h. special drop head by Tickford, full Le Mans specification, many extras, 3,000 miles.—27A Pembridge Villas, W.11. Bay. 0523. [C1013

G & M ALFREDS (1936), Ltd.—1953 (October) Austin-Healey sports 2-seater, heater, overdrive, 1954 improvements, 3,000 miles only; £935.—6-7, Warren St., W.1. Euston 3268. [C1005

ROSE & YOUNG, Ltd., offer 1954 Austin-Healey 100, fitted radio, 1,000 miles only, as new, red; £945.—65-69, Sternhold Avenue, Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464.

Austin-Healey Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN-HEALEY cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

Austin-Healey Spares and Service

FOR specialised Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd., Le Mans tuning kits and high-compression pistons available.—Address: Donald Healey Motor Co., Ltd., Warwick.

AUTOVIA

£325!!!—1939 Autovia de luxe saloon, costing over £1,000 when new, beautiful vehicle, carefully maintained; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

BENTLEY (3½, 4¼-litre and New 4½-litre)

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.) [C1082

JACK OLDING & Co. (MOTORS), Ltd., official Bentley and Rolls-Royce retailers, offer from their selection of used Bentley cars:—

1953 4½-litre standard saloon with automatic gear box, velvet green with grey leather, one owner, 7,000 miles; £4,250.

1953 4½-litre standard saloon, large boot, dual green with grey hide, one owner, upholstery covers, 24,000 miles; £3,650.

1953 4½-litre standard saloon, large boot, metallic pale fawn and black with beige leather, one owner, 23,500 miles; £3,650.

1953 4½-litre standard saloon, large boot, Tudor grey with grey leather, one owner, 42,600 miles; £3,250.

1952 4½-litre standard saloon, large boot, Tudor grey with grey leather, 22,000 miles; £3,250.

1951 4¼-litre standard saloon, black with beige leather, 27,600 miles, one owner; £2,550.

1950 4¼-litre H. J. Mulliner saloon, black with brown leather, one owner; £2,575.

1949 4¼-litre 2-door Countryman saloon, grey; £2,250.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

RIPPON

RIPPON

RIPPON BROS., Ltd.

THE Northern Bentley and Rolls-Royce specialists always have a good selection of used Bentley and Rolls-Royce cars in stock.

WRITE, call or telephone.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines); also at:

LEEDS, Bradford, Sheffield. [0906/R

H. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 Standard steel saloon, with fully automatic transmission, duo-green with grey hide; £4,350.

1952 Hooper wide body sports saloon, large bore, black with beige hide; £5,250.

1952 Standard steel saloon, large boot, black with tan hide; £3,500.

1952 Standard steel saloon, large bore, small boot, black with maroon hide; £2,950.

1950 Standard steel saloon, black and pale primrose with beige hide; £2,450.

1949 Countryman utility by Harold Radford, grey and natural wood exterior, grey hide; £2,450.

1948 Standard steel saloon, pale green with brown hide; £1,775.

WE are interested in the purchase of Bentley cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17 Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

H. A. FOX & Co., Ltd.,

OFFICIALLY appointed Bentley retailers.

1953 Bentley fitted with handsome Freestone & Webb sports saloon, mileage approx. 5,000 miles, car as new; £5,350.

CURRENT model Bentley S.S. saloon with automatic gear, 8,340 miles; £3,950.

1952 Bentley S.S. saloon, big bore, big boot; £3,500.

1949 Bentley S.S. saloon in 2-tone grey, reconditioned engine, many extras; £1,995.

1948 Bentley S.S. saloon with new engine; £1,950.

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, London, W.1. (Reg. 8822.) [8933

EVANS & O'MALLEY offer:—

1938 (Dec.) Bentley 4¼-litre saloon by Park Ward, finished black with red hide upholstery, fitted with modified 17in wheels, heater, sun roof, exceptional condition throughout; £875.

1935 Bentley 3½-litre saloon by Park Ward, finished metallic grey and red hide upholstery; this car is well above average throughout; £595.

LOWNDES Square, Knightsbridge, S.W.1. Sloane 1353 and 1709. [8416

MANN EGERTON & Co., Ltd.

1951 Bentley steel saloon, midnight blue, beige leather, 26,000 miles; £2,650.

1950 Bentley H. J. Mulliner saloon, grey with dark green leather upholstery, 44,000 miles; £2,650.

MANN EGERTON & Co., Ltd.,

14, Berkeley St., W.1. Hyde Park 2073. [C2006

TAYLOR & CRAWLEY offer:—

1953 Bentley R-type saloon, 18,000 miles, absolutely immaculate; £3,495.

1950 Bentley Mark VI P.S.C. saloon, 42,000 miles, reconditioned engine 32,000 miles, dual colour scheme, really lovely condition; £2,095.

1949 Bentley Mark VI P.S.C. saloon, most carefully maintained by main distributors, grey with blue leather; £1,795.

42A South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1935 Bentley 3½-litre sports saloon; £500.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057

BENTLEY (3½, 4¼-litre and New 4½-litre)

SWANMORE GARAGE, Ltd., offer

1950 Bentley 4¼ Mk. VI by Hooper; £2,595.

1950 Bentley 4¼ Mk. VI, steel saloon; £2,265.

1948 Bentley 4¼ Park Ward foursome drop head; £2,395.

1935 Bentley 3½ Park Ward saloon, radio; £545.

EXCHANGES a pleasure. Tel. Southbourne 43344.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Boscombe East. [C4024

MASCOT MOTORS, Ltd., offer:—

1937 4¼-litre Owen sedanca coupe; £750.

1935 3½-litre Hooper foursome drop head coupe; £595.

1935 3½-litre Mann Egerton sports saloon; £595.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007

MAIDSTONE ENGINEERING Co.

1934 (September registration) Bentley 3½-litre Park Ward sportsman's saloon; this is a really most beautiful specimen, the bodywork was completely checked over by Bentleys and the car modified to 1939 standards with the spare wheel fitted to the near-side wing and fitted with the Bentley disc; this car was returned to Bentley Motors and given a complete overhaul, including engine, chassis, brakes, shock absorbers, road springs, silencer system, lubrication system, all-electrical fittings, gear box and transmission at a cost of £753 in 1949; the car is most beautifully finished in black with fawn leather interior and carpets to match all of which are in really beautiful condition, all tyres are equal to new, including the spare, taxed for the year; a genuine specimen; £525; terms, exchanges; choice of 6 more Bentleys.

CROSS St., Pendleton, Salford, 6, Manchester. Pep. 3457. [C3000

CREST OF BOURNEMOUTH offer:—

1948 Bentley Mk. VI by Freestone & Webb, one titled owner, works maintained; £2,350.

1940 Bentley 4¼, overdrive, full razor edge saloon by Park Ward, winner of several Concours d'Elegance, recent engine overhaul by makers, H.M.V. radio, grey with grey hide upholstery; £1,265.

1939 Bentley 4¼ overdrive 2-door saloon by James Young, radio and heater; £1,175.

1937 Bentley Park Ward saloon, excellent history, black and cream; £785.

1934 Bentley Park Ward saloon, radio and heater; £485.

STAGSDEN Garage, 14, Westcliff Rd., Bournemouth 7160. [C4060

CLAYTON'S CARS (LONDON), Ltd.

1952 Bentley Mark VI (big bore), reg. Nov., 1951, finished in grey, one owner, 57,000 miles; £2,450.

1948 Bentley Mark VI, black and beige leather, 79,000 miles, well maintained; £1,495.

1948 Bentley Mark VI 4-dr estate car, all metal body, grey with blue leather, 65,000 miles; £1,465.

17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1924 Bentley 3-litre 4-seater; £140.

1936 Bentley 4¼ sports saloon, exceptional condition, with radio and heater, taxed; £675.—Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C2019

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Derby 47471-6. [C4073

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1951 Bentley Mk. VI saloon, black, one owner, chauffeur maintained; £2,475.

1949 Bentley Mk. VI saloon, black, exceptional condition throughout; £1,975.

1947 Bentley Mk. VI saloon, recently fitted replacement engine with full flow oil filter; £1,835.

ALL the above cars have had a comprehensive checkover and are guaranteed for 12 months.

PART exchange and hire purchase arranged.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

1950 (May) Bentley Mk. VI 4¼-litre standard saloon, 61,000 miles; £1,975.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

ACRES offer 1951 Bentley standard steel saloon, grey, 38,000 miles only; £2,450.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2, offer:—

1948 Bentley standard steel saloon, finished blue, blue leather, radio, heater, excellent condition throughout; £1,650. [C1001

1952 Bentley standard steel saloon, finished velvet green, 30,000 miles, indistinguishable new; £2,850.—Below.

1952 Bentley standard steel saloon, 2-tone beige, bench seat, 25,000 miles, really as new; £2,950.—Below.

1951 Bentley standard steel saloon, 46,000 miles, exceptional condition; £2,350.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

1940 Bentley 4¼ overdrive Park Ward razor-edge black saloon, radio; £1,250.—A. F. L. 1, Gidea Close, Gidea Park, Essex. [8505

1937 Bentley 4¼ Park Ward saloon, guaranteed; £565; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1935 Bentley 3½ saloon, works reconditioned, only wants seeing; £585 or nearest offer, or exchange open sports car.—Uxbridge 2062. [8659

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272), officially appointed Bentley retailers and repairers; reliable used cars in stock. [5722

1951 Bentley standard steel sports saloon, black with brown hide, specimen car, 21,000 miles only; £2,395.—Enterprise Garage, Hereford. Tel. 2249. [8848

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

£750—4¼-litre sports saloon, over £500 spent with makers, full service history, photos; exchanges.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

£435—3½-litre Mulliner sports saloon, extensively reconditioned, genuine mileage; £90 deposit or exchanges.—Searle, 45, Park Rd. Hampton Hill, Middlesex. Molesey 4614. [C4069

BENTLEY Mk. VI, Oct., 1947, dual green, radio, heater, new tyres, taxed; £1,650; terms and exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558-9. [8918

1950 Bentley H. J. Mulliner saloon, grey-blue, red upholstery hardly distinguishable from new, 35,000 miles, £300 invested 2 months ago; price £3,500.—Newax, Ltd., 52, Baker St., tel. Welbeck 7401. [9040

1951 Bentley standard saloon, green, one owner, just returned from Bentley overhaul, H.M.V. radio, as new; £3,000.—Rickford, Ltd., Temple Bar 3358. [C4029

1929 4½-litre Vanden Plas tourer in absolutely original condition, £250 spent 12 months ago; offers over £300.—5, The Monks Croft, Coventry or tel. Coventry 5329 before 8 p.m. [9059

£1750—Mark VI Bentley, first registered September, '48, but with '49 modifications, grey bodywork and upholstery, mileage 59,000, beautiful condition.—Derwent 5656, or Box 8098. [8904

1952 (July) Bentley 4½-litre, genuine mileage only 22,000 by one owner since new, finished in metallic grey with red upholstery, immaculate throughout; £2,800.—Thompson-Doxey, Ltd., Eastbank St., Southport. Tel. 56934/5. [8966

BENTLEY Speed 6 Vanden Plas 4-door saloon, black and cream, body and interior very good, reconditioned engine, good tyres; will give years of perfect motoring; £250.—Brent Cross Garage, Hendon Way, N.W.4. Speedwell 1196. [8896

1952 (Nov.) Bentley Mk VI R-type steel saloon, 18,000 miles only; a most beautiful car, and absolutely unmarked, black with red hide upholstery, radio, etc; £3,450.—Lokiants Garages, Ltd., Fishergate Showrooms, Preston. Tel. 4242. [C2064

895gns.—Bentley (September 1939) 4¼-litre Park Ward 4-door sports saloon, sliding head, leather, overdrive, radio, screen washers, Ace discs, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

29000 miles only, 1948 Bentley Mark VI standard steel saloon, this car is equal to any 1952 model, and is undoubtedly the lowest mileage Bentley of its year offered for sale, full history, black, maroon leather, radio, heater, windscreen washers, a specimen car; £2,095.—Noel Roscoe, High Rd., Byfleet, Surrey. Tel. 270. [9163

1953 Bentley Mark VI saloon, first registered in April, 1953, 2 shades grey, radio, heater and many other extras, special red hide upholstery trimmed with blue binding, arm-rest between front seats, fitted with bonnet locks and unpuncturable tubes, 14,000 miles only, spare wheel not used, large boot; vehicle must be seen to be appreciated; price £3,650.

CAR EXCHANGE (CARDIFF), Ltd., Leckwith Rd., Canton, Cardiff. Tel. Cardiff 31511-2. [8860

XXX 1936 Bentley 4¼-litre superb semi-razor-edged 4-door sports saloon body with rear boot by Mulliner, luxuriously equipped, 2 spare wheels in metal covers, twin horns, discs, etc., finished black cellulose with chromium mouldings and upholstered in gunmetal grey leather, absolutely immaculate appearance, delightful performance, thoroughly recommended; £895; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

1934 Bentley 3½-litre sportsman's 4-dr. saloon, this Bentley is well above average, finished exceedingly attractive light and dark green with green leather, fitted radio, heater, screen washers, twin spot lights and reflectors, mechanically superb with a fine chassis, nearly new tyres, last enthusiastic owner was member of Bentley drivers' club, taxed year; first-class example at £495.—Gordon White & Co., Ltd., Gerrards Cross. 2077. [8845

1953 series Bentley Mark VI big bore 4¼-litre, R type chassis with the special coachwork H. J. Mulliner semi-razor edged body, 9,000 genuine miles, still carries balance of maker's guarantee, spare wheel unused, &c., the car is finished in Mediterranean blue and powder blue with chromium facings, powder blue leather, silver spirit flasks and cut glasses, built-in radio, heater, screensprays, polarized glass, this car must really be seen and driven to be appreciated and is reputed to be the best body on this chassis; photograph to genuine enquirers; offered considerably under cost at £4,950; other Bentley considered.—20, Leamington Rd., Coventry. Tel. 68223. [8938

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

Bentley Cars Wanted

C M

THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 520, Euston Rd., N.W.1. Euston 1212. [0958/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JACK

OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5212. [C3030

H. A. SAUNDERS, Ltd., Golders Green, require:—

BENTLEY cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4001

BENTLEY buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R

BENTLEY, 1949/52, Mk. VI saloons wanted.—Arnold G. Wilson, Ltd., Regent St., Leeds, 2. Tel. Leeds 34681. [8892

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St. Midland 2437. [0357/R

Bentley Cars Wanted

XXX H. F. Edwards offer immediate cash for good Bentleys.—200, Geat Portland St., London, W.1. Tel. Langham 0012. [W2003

WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

Bentley Spares and Service

JACK

OLDING & Co (MOTORS), Ltd., official Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St. Mayfair 5242. [C3030

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Bentley cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223. [S1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

B.M.W.

B.M.W. Type 329 cabriolet foursome; £200; part exchanges, cars or motor cycles, hire purchase terms.—Slocombes, Ltd., Willesden 4869. [C4017

1937 B.M.W. drop head coupe, guaranteed; £175; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

327/80 B.M.W. drop head coupe, fitted 1948 Bristol 85C engine, gearbox, 3.7 axle and brakes costing £800; terrific performance; accept £550; exchanges and terms.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers. H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small, free advice on all models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [0827/R

BRISTOL

L. F. WARD, Ltd.

1954 Bristol 403 saloon, 4,000 miles, in azure blue.

1949 Bristol 400 saloon, 37,000 miles, one owner, black, exceptionally clean car.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. 3347. [4043

BROOKLANDS.—Individality new and used cars.

1951 Bristol 401 saloon, radio, heater.

1950 Bristol 401 saloon, radio, heater.

BUY or sell with confidence; open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6.

1949 Bristol Type 400 saloon, one owner, fitted 85c engine, radio and heater, as new; £965.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C2076

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

BRISTOL Type 400 2-litre sports saloon, one owner, genuine mileage 29,000; any trial or examination; £975.

THE CENTRAL GARAGE FOUR OAKS, Ltd., Sutton Coldfield, Warwickshire. Tel business hours Four Oaks 373, after business hours But. 1705. [8887

1951 Bristol 401, one owner, heater, radio, colour maroon; £1,350.—Cedar Service Station, Ltd., Fareham 2277. [8888

BRISTOL 401, heather grey, as new throughout; £1,295.—Cartwright, Hamilton Cars, Ltd., 282, Kensington High St., London, W.14. Western 0207.

401 convertible coupe in exceptional condition, unusual and attractive car; £1,375; guaranteed.—Caffyns, Ltd., King St., East Grinstead. Tel. 717.

BRISTOL 1951 401, black, beige leather, radio, heater, one owner; £1,475; terms and exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558-9.

1950 model Bristol 401, first registered (Nov.) 1949, grey, pigskin upholstery, fitted heater, radio and loose covers, reconditioned engine fitted within the last 4,000 miles, specimen condition throughout; £1,350.—H. A. Saunders, Ldt., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1952 Bristol Type 401 saloon, heather grey with beige pigskin upholstery, fitted radio, heater, etc., this car is in outstanding condition having been regularly serviced and maintained regardless of cost; price £1,575.—Measham Motor Sales Organisation, Ltd., 30-34, Victoria St., Manchester, 3. Blackfriars 5146. [8826

BRISTOL.—If you're seeking a Bristol 2-litre saloon, used or new, you cannot afford to ignore the Bristol distributors; demonstration 403 available any time; distance no object; part exchanges and confidential terms with pleasure; catalogue by return post.—Charles Cruickshank Motors, The "Bristol" Centre of Bristol. Tel. 25280. [0474/R

1950 (May) Bristol 400, fitted at works with replacement engine, chassis completely overhauled, replacement gear box and differential assembly fitted at cost of over £420, upholstery, paintwork (Bristol blue) and tyres as new, run under 300 miles since overhaul, one owner bargain at £1,350.—W. Watson & Co. (L'pool), Ltd., Hamilton St., Birkenhead, Birkenhead 3650. [9950

Bristol Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040

401 saloon or DHC wanted, privately.—Price and details to Beenstock, Vernon Rd., Salford, 7.

BRISTOL 400 or 401 required, good price paid.—Ross Motors, Regent St., Hinckley, Leics. Tel. 558-9. [7938

K.D.M. & CHERRINGTON, Ltd., will buy good second-hand Bristols.—9, Albemarle Street, W.1. Gros. 5551. [W2054/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A.

125gns.—B.S.A. Scout 1937 10hp sports 4-seater, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1938 B.S.A. 10hp red sports 2-seater 4-wheeler, good condition; £125; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (nearest tube Camden Town Station). Euston 2700 and 8894. [C3059

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt Portland St., W.1. Langham 7733. [0144/R

BUGATTI

TYPE 57T, £550; terms and exchanges.—Oscar Moore, 204, Ballards Lane, Finchley 2920. [8628

TYPE 57 sports 4-seater; £525.—J. Lemon Burton, Lonsdale Rd., London, N.W.6. Maida Vale 1331. [0870/R

TYPE 57 drop head by James Young, undergoing engine overhaul, very carefully used; £850.—Box 7967. [8552

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

BUICK

METCALFE & MUNDY, Ltd.

1953 Buick saloon, 9,000 miles every conceivable extra, car literally in new condition in every way.

1950 Buick Super 51 saloon, 4-door, black, Dynaflow drive, 32,000 miles, one owner who has kept the car in immaculate condition, every luxury extra.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471.

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

1940 Buick 4-door saloon, black, steering column gear change, beautiful condition like post-war; £350 or near, consider part exchange.—14, Offington Gardens, Worthing. Swandean 849. [C4027

RHD 1951 Riviera 4-door saloon, specimen car, radio and heater, black, low mileage.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

1947 series Buick Roadmaster l.h.d. 6-seater convertible coupe, in outstanding condition throughout, in pale blue, a dream to drive, a joy to behold; £750 or £250 down. Below.

£225 1939 Buick doctor's 4-seater fixed head coupe, attractive model; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Buicks.—91-95 Fulham Rd., S.W.3. Kensington 4858.

7-PASSENGER, 1938, good condition partitioned Limousine required, cash waiting. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [S1041/R

CADILLAC

1952 Cadillac 75 limousine, 7-seater, chauffeur kept, 10,000 miles, super luxury car, enormous interior accommodation; £3,450.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Rd.), Mayfair, W.1. Gro. 6881-5. [C4036

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858.

7-SEATER modern partitioned Limousine required, cash waiting. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

ACRES offer 1951 model Chevrolet, right-hand drive, 2-tone green and stainless steel, spotless; £1,050.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

1947 Chevrolet 4-door r.h.d. Fleetmaster saloon de luxe; £595.

1948 Chevrolet 4-door l.h.d. Styleline saloon de luxe, radio, heater; £545.

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties), 13/14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1952 Chevrolet 4-door sedan, perfect throughout; £950.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHEVROLET

1949 (late) Chevrolet Styleline de luxe 2-door, l.h.d., one owner, beautiful condition; £750.—Fox 8023. [8796

1954 Chevrolet Bel-Air 4-door saloon, very low mileage, all extras.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858.

1952 Chevrolet Styleline 4-door de luxe saloon, heater, etc., very good condition, 22,000 miles, original owner returning to America; £1,225 or near offer.—Hol. 0461. [8941

CHEVROLET 1952 de luxe l.h.d., cream, exceptionally low mileage, one careful owner, require good Chevrolet car and looks as new, this car must be seen; £950.—Tel. Lar. 6540. [9045

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [S1027/R

CHRYSLER

1951 Chrysler Windsor saloon, 15,000 miles, heater, radio, immaculate; £1,425.—Ashall, 211, Tarbock Rd., Huyton, Lancs. [8876

CHRYSLER, 24hp, 1939, column change, Ace Rimbellishers, new tyres, recent overhaul over £100, 1,000 miles since; £295; part exchanges, cars or motor cycles, hire purchase terms.—Slocombes, Ltd., Willesden 4869. [C4017

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. [0643/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-SEATER, 1938/39, good condition 24/28hp. Limousines required, cash waiting. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street, Mayfair-2941. [W1006

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.,

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mai. 5555-2155. [0405/R

CITROEN

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

H. BEART & Co., Ltd., offer:—

1953 Citroen Light 15 saloon, in maroon with red upholstery, fitted radio, property of one owner since new; £725.

1950 Citroen Light 15 saloon de luxe, finished in black, with red upholstery, in very nice condition throughout; £450.—102, London Rd., Kingston-on-Thames, Kingston 3348. [C1081

1937 (Nov., '36) Citroen Super Modern 12 saloon, much above average condition; £195.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Road, N.3. Finchley 6236 (3 lines). [C1061

£765—1955 (Sept.) Citroen 15 saloon, radio, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1948 Citroen Light 15, grey, taxed, very clean; £410.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1949 Light 15, perfect mechanically, good tyres, silver grey; £380 cash; exchange or h.p.—3, Yeomans Close, Bristol 9. Tel. 83569. [9027

1951 (March) Light 15, black, red leather, radio, in really clean original condition, one owner, 38,000 only; £545.—Nixons Garage, Hassell St., Newcastle, Staffs 69154.

CITROEN distributors for sales, service and spares demonstrations can be arranged for all models.—Ring Speedwell 9761.—Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. [0011/R

1938 Citroen Light 15 sal., rack and pinion steering, excellent throughout; £240 o.n.o.—Travers, "Sunnyside," Hookley Lane, Elstead, Surrey. Elstead 2149. [9050

1936 Citroen 12hp saloon, very clean, well-kept car, in excellent order; £125, deposit £60, balance 12 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

295gns.—Citroen Light 15, Dec., 1947, sports saloon, sliding head, leather, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 (Oct.) Citroen Light 15 saloon, in lime green, genuine mileage only 19,000 odd, new set tyres, just fitted, perfect example; £595; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. [8787

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

Citroen Spares and Service

SOUTH of the Thames.

BALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

WIDCOME GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive, trains, 48-hr. service. [9334

Citroen Spares and Service

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms: 242/4, Brompton Rd., S.W.3. Ken. 9464.

SPARES and Service: 137-143, High Rd., Chiswick, W.4. Chis. 6159 and 47, Montrose Place, Halkin St., S.W.1. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls swivel joints reconditioned 48-hrs; all spares stocked. [0585/R

DAIMLER

R. F. FUGGLE, Ltd.

DAIMLER Consort saloon, 4,000 miles, indistinguishable from new; £1,285.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

BOON & PORTER, Ltd.

1939 2½-litre Daimler saloon, £365 renovation cost in 1951, just decarbonized, exceptional in every way; £345.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

DENHAMS for Daimler.

ALWAYS a selection of good used cars available.

DENHAMS GARAGE (ESHER), Ltd., Tel. 3560, Esher, Surrey. [9079

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1949 Daimler 18, one titled owner, perfect condition; £600.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

TOM GARNER, Ltd., offer:—

1953 Daimler 2½-litre Consort saloon, black, 9,000 miles only; £1,275.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1947 Daimler 18hp saloon, maintained by makers, just fitted new tyres; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

DAIMLER 2½-litre 6-light saloon, first registered 1.1.50, body finished in duo colour scheme, brown top with lower portion of wheels finished cream, brown leather upholstery, H.M.V. push-button radio, heater, a really immaculate and well maintained car; £695.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre Century saloon (May, 1954), bronze, green leather, 5,000 miles; £1,525.

DAIMLER 2½-litre Conquest saloon (1954), black, red leather, 5,000 miles; £1,350.

DAIMLER 2½-litre Consort saloon (May, 1953), black, red leather, one owner, 10,000 miles; £1,300.

DAIMLER 2½-litre Conquest saloon (1953), black, brown leather; £1,195.

DAIMLER 2½-litre Consort saloon (Jan., 1951), grey, red leather; £950.

DAIMLER 2½-litre Barker coupe (1950), dual green; £850.

DAIMLER 2½-litre saloon (Sept., 1948), black, brown leather; £725.

STRATSTONE, 40, Berkeley St., W.1. Mayfair 4404. [C4022

GORDON CARS (LONDON), Ltd.—1953 Daimler Conquest saloon, 1,000 miles only; £1,295.

1952 Daimler Consort saloon, one owner, immaculate; £995.

GORDON House, 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

1953 Daimler (November) Conquest saloon, black, mileage 6,000 only, as new throughout; £1,195.—Below.

1951 Daimler Consort, black, brown leather, immaculate condition; £835.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

1952 Daimler 2½-litre Consort saloon, deep green, lavishly equipped, radio, loose covers, one private owner, immaculately maintained; £975.

PARKERS, Ltd., Bradshawgate, Bolton 4080. [8960

DAIMLER Straight 8 7-seater limousine by Hooper, face forward occasionals, new tyres, immaculate inside and out; bargain, £265.—Western 5315, London.

1954 (March) Daimler Conquest Century saloon, grey, red leather, 5,000 miles only, absolutely as new; £1,500.—J. W. Spendlove, 79, High Lane West, West Hallam, Derbys. [9062

£895. 1952 Daimler Consort, one owner, 18,000 miles, maintained in new condition.—Broadway Motors, 67, High St., Hounslow. Hounslow 0175. [8903

1948 (late) Daimler 2½-litre sun saloon, heater, one owner, grey and blue, spotless condition, taxed; £595.—Welham, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [C4070

£866!!! 1951/2 Daimler Consort de luxe saloon, bodywork like brand new, speedometer reads 15,000, whole vehicle immaculate; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

1095gns.—Daimler late 1953 Conquest saloon, radio, heater, screen washers, one careful owner, small mileage; terms, exchanges.—Rowland Smith, below.

695gns.—Daimler 1950 2½-litre de luxe saloon, sliding head, leather, preselector, heater, one owner, unmarked; terms, exchanges.—Rowland Smith, below.

165gns.—Daimler New 15 late 1937 saloon, sliding head, leather, preselector, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£740—1951 (July) Daimler Consort saloon, black, heater, taxed year, one owner, mileage 20,000, cost £2,200, car unmarked and as new; cash or H.P.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheetham Hill. [9138

DAIMLER

1952 Consort, black, red upholstery, many extras, low mileage, perfect condition; £1,025.—Lindsay Brothers, Ltd., 925, High Rd., North Finchley, N.12. Tel. Hillside 2215. [9159

1954 (Mar.) Daimler Conquest saloon, black, green upholstery, 2,000 miles, director's car, equal to new; £200 under list £1,295.—Lovell's Garage, Westgate, Peterborough 2001. [8479

ASK Ralph Clews about your Daimler exchange for a new or used model; write or 'phone the long established Daimler agents.—Coventry Motor Mart, Ltd., Coventry 2146-7. [0444

ARCHIE SIMONS & Co., Ltd., 1952 Daimler Consort saloon, black/brown, fitted radio and heater, 15,000 miles, one meticulous owner since new; £1,075.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1950 (Oct.) Daimler Consort, grey with blue leather, radio, 23,000 miles only, beautifully kept; £795.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

A & S Limousine 1939/E.L.24, partition, forward occasionals, black, privately chauffeured, exceptional throughout, immaculate, reasonable cost.

LIMOUSINE, 1947, 27hp, Windower, partion, widest occasionals, privately owned, black, exceptional throughout, reasonable cost. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941.

Daimler Cars Wanted

CHAIN OF EALING

REQUIRE used 2½-litre Daimlers.—Perivale 4404. [W1043

CHARLES FOLLETT, Ltd., official Daimler agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [W2010

KIRKWOOD CARS buy most types of Daimler.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

XXX H. F. Edwards offer immediate cash for good Daimlers.—28-30, Upper High St., Epsom, Surrey. Epsom 9400. [W2001

MODERN 27hp/36hp, Hooper 7-seater Limousine required. Details please. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

DAIMLER Consorts and Conquests urgently required in part exchange against new Conquest or Century models.—Coventry & Jeffs, Ltd., Daimler Distributors, Bristol 20091. [0667/R

Daimler Spares and Service

KINGSTON-ON-THAMES, Daimler agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St. Kin. 2241-2. [S4053/R

DAIMLER and Lanchester specialists.—Debnam Motors, 17 Atherstone Mewes, S.W.7. Western 4541. [5721

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box, enchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0236/R

DAIMLER and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0666/R

DELAGE

DELAGE D8.85, elegant coachwork, very recent mechanical checkover, reconditioned carburetter, Cotal gears; £210.—Museum 3735. [8942

1951 Delage D6 3-litre 4-door saloon (1951 show model), body by Autobineau of Paris, grey, blue leather front, cloth rear, 35,000 miles, Cotal electric gear box, immaculate condition; £950.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

Delage Cars Wanted

REQUIRED, really good Delage.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

DELAHAYE

MODEL 175 Delahaye fitted with the most glamorous 2-seater super sports body ever designed by Saoutchik, has won every concours it has entered, cost over £6,000, 3,000 miles odd; price £2,975.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Rd.), Mayfair, W.1. Gro. 6881-5. [C4036

D.K.W.

D.K.W.—Three beautiful D.K.W. cars available; clients' own spares fitted, overhauls and repairs our speciality; good allowance for D.K.W. cars against new Ford cars.—B. & M. Garages, Ltd., 42a, St. Michael's St., Paddington, W.2. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0006/R

MAIN importers of genuine spares for all pre-war D.K.W. cars, service and maintenance.—Schenk Motor Engineering, 465, Stretford Rd., Manchester, 16. Tra 0323. [5621

FERRARI

1952 (Earls Court show model) Ferrari 4.1-litre saloon (the only one in this country) ex-David Brown body coach-built by Ghia, silver blue top, dark blue below waistline, 10,000 miles since new, mechanically perfect, reputed to be the fastest saloon car on the road.—H. A. Saunders, Ltd., 326/330, Euston Rd., N.W.1. Euston 4511 [C4040

FIAT

LATEST model 103 "New Eleven Hundred" saloon, low mileage, one owner, as new.—Box 8172.

C. V. RUSHMER, the Fiat Specialist.—1954 New Eleven Hundred saloon, 7,000 miles, one owner, showroom condition, £850; show model, 500C coupe, as new, £495; above are guaranteed.—39, Holland Park, W.11. Park 5731. [C3061

195gns.—Fiat 500 1939 model convertible coupe, light blue, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

MAYFAIR GARAGES, Ltd.—Fiat, current type 500c (reg. Sept. 1952) ohv r/h. drive convertible coupe, bronze; £475.

MAYFAIR GARAGES, Ltd.—Fiat, current type 500c (reg. 1954) ohv r/h. drive convertible coupe, French grey; £465.

MAYFAIR GARAGES, Ltd.—Fiat, current type 500c (reg. March 1952) ohv r/h. drive hardtop coupe, pale blue; £450.

MAYFAIR GARAGES, Ltd.—Fiat, current type 500c (Reg. March 1952) ohv l/h. drive convertible coupe, blue; £435.

MAYFAIR GARAGES, Ltd.—Fiat, 1938 500 3-door station wagon, Post Office red, reconditioned engine; £295.

MAYFAIR GARAGES, Ltd.—Fiat, 1939 500 2nd Series full 4-seater saloon, beige; £260.

MAYFAIR GARAGES, Ltd.—1937 1500 4-door pillarless saloon, Post Office red; £225.

MAYFAIR GARAGES, Ltd.—1939 500 2nd Series hardtop coupe, black; £195.

MAYFAIR GARAGES, Ltd.—All used Fiat cars offered by us carry 3 months' written guarantee.

MAYFAIR GARAGES, Ltd.—Many other Fiats in stock. Illustrated literature, price-list and copy of Autocar/Motor road test report on request.

MAYFAIR GARAGES, Ltd. (Comprehensive Fiat Service), Balderton St. (opposite Selfridges' Clock), Mayfair, W.1. Mayfair 3104/5. Open 9-6, Sats. 9-1. [C3009

FIAT 1aa, 1939 model; £210, part exchanges, cars or motor cycles, hire-purchase terms.—Slocombes, Ltd., Willesden 4869. [C4017

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

REQUIRED, really good post-war Fiat.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Fiat Spares and Service

FIAT 500 trouble? Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

MAYFAIR GARAGES, Ltd., comprehensive Fiat service, Balderton St., W.1. Mayfair 3104/5. [0632/R

S. & S. MOTORS.—Fiat 500cc spare stockists; retail and trade replacement service units.—165a, Westbourne Grove, W.11. Bay. 1644. [0136/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 6651. Grams: Fiat, Wembley. [0909/R

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used, reconditioned bench-tested engines, starter motors, dynamos, radiators; springs in exchange.—Derrington, 159, London Rd., Kingston 5621-2. [S1071

FORD ANGLIA

CAR MART, Ltd.

1953 Ford Anglia saloon; £425.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600.

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

WARWICK WRIGHT, Ltd., offer:—

1953 Ford Anglia saloon, green, 10,000 miles; £410.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Anglia, black, 14,000 miles; £415.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

£395.—1953 Ford Anglia saloon, black, low mileage, immaculate.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1949 excellent condition, black, new engine, one owner, taxed; £295.—Croy. 5470. [9175

1954 (March) Ford Anglia, black with red interior, low mileage; £575; terms arranged.—Putney 2770. [9061

1953 Ford Anglia, 13,000 miles; £405.—The Regent Service Garage, 291, Ballards Lane, N.12. Hillside 4011. [C3079

£575 1954 new type Anglia, 5,000 miles, one owner, new condition.—Broadway Motors, 67, High St., Hounslow. Hounslow 0175. [8901

1947 Ford Anglia saloon; £315.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9094

1950 (late) Ford Anglia, beige, one owner; £345, terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1950 Ford Anglia saloon; £355.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9093

1950 Ford Anglia, immaculate; £345.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

245 gns.—Ford Anglia 1946 saloon, loose covers, very good condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Ford Anglia 1948 saloon, good tyres, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1954 Anglia, black, negligible mileage, unmarked £595.—Walter Scott, Ltd., 39, College Crescent, Hampstead N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1953 Ford Anglia, Bristol fawn/red, 13,000 miles, written guarantee; £425.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

PRIDE & CLARKE, Ltd.—1953 Ford Anglia saloons, green/brown, black/brown, black/red, choice of several from £399; 1952, green/brown, £369; 1949, black/brown, black/red, choice of £329; 1948, black/brown, £299; 3 months' guarantee; terms, exchanges; lists.—156, Stockwell Rd., S.W.9. Brixton 6251. [C3068

FORD ANGLIA

1954 Ford Anglia saloon (new model), black, taxed, works mileage; £625.—Hale Motors, Ltd. Tot. 7771/4. [C2077

1946 (47) new tartan loose covers, new 10hp engine fitted, mechanically perfect, not yet run in; £285/£75 deposit, your local hire purchase specialists with terms to suit you.

MCLAREN & COX, Ltd., Used Car Specialists, 928, High Rd., North Finchley, N.12. Hillside 0560.

FORD (8 h.p.)

1937 Ford 8 saloon; £150.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9130

1939 Ford 8 saloon, reconditioned; £225.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9095

1938 Ford 8 saloon; £175.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Te. Buckhurst 1171. [9098

1936 Ford 8 saloon; £85.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9100

1934 Ford 8 saloon; £75.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9101

1938 Ford 8 de luxe saloon, recent engine exchange, good tyres, exceptional condition throughout; £185.

X-L SERVICE STATION, Kingston Vale, S.W.15. Kin. 6333. [C4060

195 gns.—Ford 8 1938 model saloon, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD POPULAR

GATEHOUSE offer:—

1954 Ford Popular, 9,000 miles; £415.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

1953 (October) Popular, 8,000 miles; £385.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

1954 Ford Popular, 3,000 miles, many extras; £445.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1954 Ford Popular, 4,000 miles, guaranteed; £420; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

FORD Popular with extras; £425, part exchanges, cars or motor cycles, hire-purchase terms.—Slocombes, Ltd., Willesden 4869. [C4017

MITCHELL ERSKINE offer 1954 Ford Popular, new, works mileage only, many extras, blue; £465.—12, The Broadway, Cricklewood, N.W.2. Gladstone 7921. [9155

PRIDE & CLARKE, Ltd.—1953-4 Ford Popular saloons, grey/red, grey/blue, black/red, low mileage, choice £399; 3 months' guarantee; terms, exchanges; lists.—156, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Popular Cars Wanted

25 Ford Populars wanted. Why accept less for your Popular saloon when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008

FORD PREFECT

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1947 Prefect, seat covers, twin spot light; £310.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd.

1953 Ford Prefect saloon; £535.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

ELITE MOTORS offer:—

1946 Prefect saloon, black/red leather; £355.

1949 Prefect saloon, black/cloth; £395.

1951 Prefect saloon, green/brown leather; £465.

1953 Prefect saloon, green/tan leather; £545.

CHOICE of 11 Anglias and Prefects.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

ALLAN TAYLOR MOTORS, Ltd., offer:—

SEVERAL 1954 Ford Prefects; from £385 to £425.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [9184

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Prefect, green/hide, 10,000 miles; £520.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1953 Prefect, 5,000 miles, looks ex works; £510.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

PREFECT, April 1953, fawn, leather upholstery, 15,000, carefully used, private; £450.—Tel Birmingham South 3018. [8979

FORD PREFECT

1948 Ford Prefect, excellent; £325; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£510.—Ford Prefect, 1953, kept in splendid condition by one owner, a recommended car.

£475.—Ford Prefect, 1952, in good condition throughout, with recon. engine.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1951 Ford Prefect, green, brown leather, immaculate; £435.—Ware Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074

1953 Prefect, 13,000 miles, fawn, superb condition, Ford maintained, spare unused, taxed December; £490.—Cun. 7733. [9026

£295.—1948 Ford Prefect, leather, good condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1952 Ford Prefect, fawn, one owner, chauffeur maintained, taxed, heater, spot light, etc.; £475.—Primrose 5306. [9158

KENTISH & THOMSON, Ltd.—1951 Ford Prefect saloon, black, red leather; £395.—564-6, Wickham Rd., Shirley, Croydon. Sprinkpark 3477. [C2047

1953 Ford Prefect saloon, black, one owner, taxed, 7,000 miles only; £515.—Hale Motors, Ltd. Tot. 7771/4. [C2077

FORD Prefect, 1954, brand new, 100 miles; £695.—The Regent Service Garage, 291, Ballards Lane, N.12. Hillside 4011. [C3079

1948 Model Prefect, outstanding condition; £325, guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1947 Ford Prefect 4-door saloon, black, bench-type front seat, reconditioned engine 4,000, taxed year, excellent condition; £340.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3004

1954 Prefect, black, red leather, 33 miles only; £675.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1953 Prefect saloon, black, red leather, superb condition; £505.—Robbins, East Putney. Tel. 7881. [C3010

1951 Ford Prefect saloon, green; £450.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9090

£345!!! 1948 Ford Prefect saloon, beautiful condition throughout, carefully used, choice 2 others; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1948 (Nov.) Ford Prefect saloon, leather, reconditioned engine, super condition; £350.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4053

JACK ROSE, Ltd., offer 1952 Ford Prefect saloon, green, 11,000 miles, almost as new; £485; also 1950, almost as new, 23,000 miles; £415.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1953 Ford Prefect, black and two-tone leather interior, nominal mileage, one owner, immaculate condition throughout; £490/£125 deposit; your local local hire purchase specialists with terms to suit you.

MCLAREN & COX, Ltd., Used Car Specialists, 928, High Rd., North Finchley, N.12. Hillside 0560.

1948 Ford Prefect, leather upholstery, heater, an immaculate car in faultless mechanical condition; £325; terms, part exchange.—Tate & Hitchins, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Speedwell 9873. [8575

1946 model Ford Prefect saloon, black, green leather, one owner, loose covers, taxed, very clean, any inspection invited; £295.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1953 (late) Ford Prefect saloon, genuine 4,000 miles only one private owner, finished black, beige leather, spare unused, taxed December, as brand new; £535 with written guarantee.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

Ford Prefect Cars Wanted

25 Ford Prefect saloons wanted. Why accept less for your Prefect when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008

PRIVATELY owned post-war Ford Prefect wanted, please write fullest particulars.—110, Battersea Rise, S.W.11. [C1096

FORD (10 h.p.)

1938 Ford 10 saloon, 4-door; £185.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9097

1938 Ford 10 saloon; £185.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9096

1936 Ford 10 saloon, 4-door; £125.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9099

Ford Ten Cars Wanted

GARDNER & Co. (HENDON), will buy your Ford Prefect.—Hendon 3359 and 8460. [W2074

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1952 Ford Consul saloon, extremely immaculate throughout and fitted with nearly £100 worth of extras, genuine 24,000 miles, one owner from new, taxed December; 629gns, or £132/9 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

G & M ALFREDS (1936), Ltd.—1952 Ford Consul, heater, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

ENGINES RECONDITIONED, Ltd., offer:—

1951 Ford Consul, leather, heater, radio; £545.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C20/0

DAGENHAM MOTORS, Ltd., Ford main dealers.

1954 Ford Consul, black, heater, 6,800 miles; £685.

1953 Ford Consul, blue, heater, 10,000 miles; £635.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1953 Consul, leather, heater, 15,000 miles; £600.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 461-2-3, offer:—

1951 Ford Consul saloon, finished opal, brown leather, heater, radio, loose covers, immaculate condition throughout; £575.

1953 Ford Consul saloon, finished opal, fawn leather, heater, fog lamp, low mileage, one owner, immaculate condition throughout; £675.

1954 Consul, green with fawn leather, 4,000 miles, immaculate; £690.—Cronin, 14, Airlie Gardens, W.8. Park 6439. [8995

1953 Consul, heater, low mileage; £645; written guarantee; H.P.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., Ford Agents, 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time. [C4065

1953 Consul, blue, leather, radio, heater, one careful owner, guaranteed; £650.—Campbell Symonds, Wembley 6262. [C1037

1953 (registered in May) Consul saloon; £645.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill Essex. Tel. Buckhurst 1171.

1953 Consul saloon, radio, heater, one owner; £625; guaranteed; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1953-4 Ford Consul, beige with red leather, heater, as new; £695.—Reg. Timms (Motors), Ltd., 28-30, High Town Rd., Luton. Luton 6749. [9186

FORD Consul 1953, leather, heater, radio, one owner, 19,000 miles, taxed; £660; terms and exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558/9. [8920

695 gns.—Ford Consul 1954 saloon, Winchester blue, blue leather, 6-ply tyres, oil bath air cleaner, over-riders, one owner 4,300 miles, brand new condition; terms, exchanges.—Rowland Smith, below.

645 gns.—Ford Consul late 1953 saloon, leather, heater, one owner, 8,000 miles, spare unused, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Ford Consul saloon, black, heater, leather and loose covers, low mileage, one owner, immaculate; £635.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

£665 1953 Consul, 9,000 miles, one owner, radio and heater, fog lamps, wing mirrors, leather upholstery, loose covers.—Broadway Motors, 67, High St., Hounslow. Hounslow 0175. [8902

HILLWOOD MOTORS.—1951 Ford Consul saloon, beige with fawn leather upholstery, built-in radio and heater; here is a chance to have one of these very popular cars with all extras at well under list price; £595.—Mill Hill 4232. Open 9-8, Mon.-Sat. [8971

1954 Ford Consul saloons, choice of 2, 1 grey, 1 fawn, both fitted red ride, heater and radio. Underseal, perfect specimens; £745.—Bristol Street Motors, Ltd., Ford Distributors, 164/182, Bristol St., Birmingham, 5. Tel. Midland 5861-5 or 3903-6.

PRIDE & CLARKE, Ltd.—1953 Ford Consul saloons, black/red, grey/red leather, low mileage, heater, choice 2 from £629; 1952, black/red, black-beige, choice 2 from £579; 1951, black/beige, heater, £539; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Consul required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

FORD Consul buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

FORD CUSTOMS

1950 Ford Customs right-hand drive 4-door sedan, perfect throughout; £895.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

FORD ZODIAC

1954 Ford Zodiac, blue/grey, 9,000 miles, fitted radio, condition as new; £850.

RIPCO, Ltd. (Zodiacs Purchased), 16, Albemarle St., London, W.1. Hyde Park 2952/3/4. [C3052

1954 Zodiac, grey/blue, 7,000 miles, perfect condition; £870 or offer.—Tel. Campbell. Hil. 2739. [8994

1954 Zodiac, beige and green, as new, 10,000 mls., Ford agent's personal car, exceptional condition; £835; terms, exchanges.—Cro. 3641-2. [8967

1954 Zodiac saloon, radio, heater, numerous extras, 4,000 miles, guaranteed; £850; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

ROSE & YOUNG, Ltd., offer: 1954 Ford Zodiac, 6,000 miles only, fitted latest 8-valve radio, special mats, etc., as new, blue; £865.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

1954 Ford Zephyr Zodiac saloon, blue, seat covers, Underseal, 5,000 miles; £865.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

FORD ZEPHYR

CAR MART, Ltd.

1953 Ford Zephyr saloon; £695.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [C1039

FORD ZEPHYR

WM. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Ford Zephyr, colour black, with heater, 5,300 miles; £750.

1953 Zephyr saloon, leather and heater; £675.

WM. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

CHARLES FOLLETT, Ltd., offer:—

1953 (Oct.) Ford Zephyr, Dorchester grey, leather, heater, radio, speedo, reading 9,000 miles, outstanding condition; £675.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

WARWICK WRIGHT, Ltd., offer:—

1952 (December) Ford Zephyr saloon, green, radio and heater, 12,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1951 Ford Zephyr saloon, leather, heater, radio; £589.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

ALLAN TAYLOR MOTORS, Ltd., offer:—

1953 Ford Zephyr, heater fitted, taxed December, one owner; £695.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [9185

DAGENHAM MOTORS, Ltd., Ford main dealers.

1954 Ford Zephyr, fawn, radio and heater, 6,000 miles; £775.

1954 Ford Zephyr convertible, ivory, radio, heater, 3,000 miles; £950.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1953 (Sept.) Ford Zephyr saloon, black/red leather, 7,000 miles; £695.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

£715—1953 Ford Zephyr, blue fitted with heater, 15,000 miles only, one owner.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1954 Zephyr, registered June, under 6,000 miles, fawn, perfect condition, A.A. or other inspection invited; £750.—Box 8159. [9076

1953 Zephyr, green, fawn leather, heater, one owner, as new, taxed December; £665.—K. J. Motors, Ltd., Bromley, Ravensbourne 3456. [8730

1953 Zephyr, black, red leather, one owner, heater and fog lamp, only 12,000 miles, spotless throughout; £675.—Campbell Symonds, Wembley 6262.

FOR sale, Zephyr Zodiac, 1954 model, mileage 1,800, in excellent condition, complete with wireless and loose covers; price £920.—Tel. Bec. 5707; no dealers.

1953 (July) Zephyr, green, with heater, 15,000 miles, immaculate, taxed year; £700.—Goldings Park Motor Co., Basingstoke. Tel. 1690.

£725—Ford Zephyr saloon, 1953, used fastidiously by one owner, fitted with heater and radio, special Ford loose covers, low mileage only.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1953 Zephyr, one owner, leather, heater; £695; written guarantee; h.p.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., Ford Agents, 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time. [C4065

FOR sale, 1954 Zephyr Six convertible coupé, grey with red hood, leather upholstery, fitted heater and radio and many extras; mileage 10,000, A.A. or R.A.C. inspection invited, delivered Preston.

BAILIE & GAWN, Ltd., Main Ford dealers, Larne, N. Ireland. [8555

1954 Ford Zephyr de luxe saloon, radio, heater, many extras, one owner, 5,000 miles only, as brand new; £800.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 8104. [C4053

1953 (Feb.) Ford Zephyr, black and red, Ekco radio, heater, twin spot lights, twin wing mirrors, 13,000 miles, one owner, Ford engineer, specimen car, taxed; £695.

1954 model (registered Nov. '53) Ford Zephyr, black and red leather, heater, wing mirrors, twin spot lights, genuine 7,000 miles, taxed; £725.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1954 Zephyr convertible, power-operated, leather and heater, grey, red interior, under 1,000 miles; £960.—R. S. Currie & Co. Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [C1065

1953 Ford Zephyr, low mileage, fitted heater, choice of 2 from £650.—Walters Motors, Ltd., 356, High St., Ponders End, Enfield. Tel. Howard 1646 or 1931. [8754

1954 Ford Zephyr saloon, radio, heater, hide, 5,000 miles; £795.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1954 (May) Ford Zephyr convertible, power operated, radio, heater, finished ivory with hide to match, green hood, etc.; one owner, 5,000 miles, very attractive car; £950.—Gee Cars, Ltd., 60, Queenstown Rd., S.W.8. Mac. 3363. [8982

ROSE & YOUNG, Ltd., offer: 1954 Ford Zephyr saloon, 6,000 miles only, leather upholstery and heater, immaculate condition; £745.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

1951 (June) Ford Zephyr saloon, mist green, beige hide, heater, radio, Tygan loose covers, spot lights, wing mirrors, 5 new Goodyear covers, taxed year, one owner; £600.—Gee Cars, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363. [8627

1954 Zephyr Zodiac saloon, fawn and grey, 8-valve radio, twin speakers, Underseal, absolutely immaculate and indistinguishable from new; £875.—Bristol Street Motors, Ltd., Ford Distributors, 164/182, Bristol St., Birmingham, 5. Tel. Midland 5861-5 or 3903-6. [8929

FORD ZEPHYR

1952 (Dec.) Ford Zephyr, grey with red leather, Ekco radio, heater, driving light, radiator blind and thermometer, under-sealed, one owner, taxed December, 1,600 miles; £625.—Mayfair 2436. [9022

FORD Zephyr, 1953, leather, radio and heater, unmarked; £725, part exchanges, cars or motor cycles, hire-purchase terms.—Slocombes, Ltd., Willesden 4869. [C4017

Ford Zephyr Cars Wanted

ALMOST new Zephyr required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

FORD Zephyr buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

PRIVATELY owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (V.8)

£210—Superb one-owner condition 91A sedan, radio, loose covers.—Prospect 7520. [C4068

GORDON CARS (LONDON), Ltd.—1950 Pilot saloon, blue, one owner only, above average condition; £485.

GORDON House, 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

1949 Pilot, radio, heater, immaculate; £595.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

£45—1936 Ford 30hp, wooden body utility, needs battery, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1950 (November) Pilot saloon, black/beige leather, radio and heater; £385.—Robbins, East Putney. Tel. 7881. [C3010

1948 Ford Pilot saloon, black; £375.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9092

1951 Ford Pilot saloon, green; £415.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9091

1949 Ford Pilot saloon, black, fitted radio and heater, guaranteed; £325; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

1951 Ford Pilot, blue, radio, heater, interior as new, body sound, very economical for a large car with fine performance; unbeatable value £595.—Brent Cross Garage, Hendon Way, N.W.4. Speedwell 1196. [8897

Ford V.8 Cars Wanted

REQUIRED, really good Ford Pilot.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118.

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AMERICAN FORD

R.H.D. 1951 Ford Customs, radio and heater, black.

1951 l.h.d. Ford Customs.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858.

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX H. F. Edwards offer immediate cash for good Fords.—28-30, Upper High St., Epsom, Surrey. Epsom 9400. [W2001

Ford Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0225

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 1233), main Ford dealers, service and all spares. [0093/R

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models; Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136. [S3065/R

FRAZER NASH

1951 series Frazer Nash Le Mans replica, recorded mileage 6,000; this car is perfect throughout and must be seen and tried to be appreciated.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

£225—1936 twin o.h.c. 1,696cc Colmore 2/4-seater, new tyres, Windtones, overall divided tonneau, most attractive example, carefully maintained in entirely original condition; terms, exchanges.—Underwood-Ruslinz, 28, Queensberry Rd., Kettering. Tel. 3351. [C4075

1951 show model Frazer Nash drop head coupe (only 1 built with this body), silver grey, black hood and upholstery, one extremely careful owner, car entirely works maintained, perfect condition, 5 new tyres, 19,300 miles; £2,200 or near offer; no dealers.—Mrs. K. R. Maurice, Castle Combe (205), Chippenham, Wilts. [8934

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FRAZER NASH-B.M.W.

1937 Frazer Nash-B.M.W. 12hp type 315 sports saloon, one owner since new, 30,000 miles only, perfect condition; £325.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

395 gns.—Frazer Nash-B.M.W., 1938 2-litre type 326/80 special convertible coupe, high compression 3-carburettor super sports engine, 3.7 axle ratio, recent £45 engine overhaul, excellent condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY

B. J. HUNTER, Ltd., offer:—

1950 Healey Silverstone sport; 2-seater, fast and attractive; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

BROOKLANDS: sole concessionaires, Healey, new 4-seater saloon by Tickford and coupe by Abbott, immediate delivery.

1954 Healey 3-litre convertible, 2,750 miles.

1952 Healey Tickford saloons, maroon and black.

1951 Healey 2.4-litre Tickford saloon.

BUY or sell with confidence; open 9 until 7.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1950 Silverstone Healey, engine overhauled 2,000 miles ago, black; £545.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

ROSE & YOUNG, Ltd., offer: 1952 Healey Abbott drop head coupe, fitted radio and heater, beautiful condition throughout; £865.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

HEALEY 1949 registered 2.4-litre, with unusual 2-seater body, newly cellulosed, genuine mileage 25,000, latest engine mods., front supension overhauled, one fastidious owner; £495.—H. & G. Robinson, Ltd., High St., Gosforth, Newcastle-on-Tyne 51047. [9031

Healey Cars Wanted

PERFORMANCE CARS urgently require Healeys.—1, Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S, the Car Buyers. Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HILLMAN 10

E.M.A., Ltd.

CALIFORNIAN hardtop coupe, latest model Hillman Mk. VII, ivory and black, heater, etc., taxed; £725.

E.M.A., Ltd., Rootes Group Distributors, Grove Rd., South, Southsea. Portsmouth 2168. [8295

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-prchase specialists.

1952 Hillman Minx phase 5 saloon (Continental steering), radio and heater fitted, 14,000 miles only, coachwork and interior unblemished, taxed December; 539gns or £113/9 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part-exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1949 Hillman Minx saloon, taxed; £435.—Metropolitan Motors Horn Lane, Acton, W.3. Acorn 5064. [C3080

CATTERMOLES (GARAGES), Ltd.

CENTRAL London Rootes Agents, offer:

1954 Hillman Minx Mk. VII saloon, 6,000m. only, quartz blue, heater, faultless condition; £645.

79—89, Pentonville Rd., Nr. Kings Cross Station, N.1. Ter. 1001 [8856

GLANFIELD LAWRENCE offer:—

1952 (November) Hillman Minx saloon, black, one owner, heater, 19,000 miles, it looks 5,000, as new; £585.—407, High Rd., N.12. Finchley 0091.

GEORGE HARTWELL, Ltd., offer:—

HILLMAN Minx Mk VII, current model, golden sand/red, negligible mileage; £675.

CONFIDENTIAL hire purchase; part exchange.

35—41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079

WARWICK WRIGHT, Ltd., offer:—

1953-4 Hillman Minx Mark VI and Mark VII, all models, including Californian hard-top; choice of colours, many fitted radio and heater, low mileages; from £645.

1952 Hillman Minx Mark V saloon, black, heater, 13,000 miles; £595.

1954 Hillman Minx Mark VII estate car, golden sand, 1,000 miles; £750.

1951 Hillman Minx Mark IV convertible coupe, black, heater, 26,000 miles; £545.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

C.M.I. CAR SALES (Pri. 6623) offer:—

1951 Hillman Minx saloon, reasonable mileage, good condition; £495.

THREE months' guarantee, terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Series Hillman Minx saloon, heater, taxed; £515.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

NOVEMBER 1951 Hillman, black, red upholstery, one owner going abroad; £500.—Gallagher, Ethorpe Hotel, Gerrards Cross. [8911

HILLMAN 10

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:—

1953 Hillman Mark VI saloon, in black and equipped with Rootes heater, Radiomobile radio, one owner, 20,000 miles, showroom condition, guaranteed; £615.

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing 3400. [8954

1953 (March) Hillman Minx saloon, black, red leather, 7,100 miles; £610.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

PHŒNIX MOTOR Co. (Surrey), Ltd., for all Rootes Group Products, specialists in purchase and sale of GUARANTEED used Hillmans.

A SELECTION from our stock:—

1953 (May) Hillman Minx Mark VI anniversary saloon, finished in black with red interior, 19,000 miles only, an immaculate car in every respect; £595.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121.

1953 Hillman Minx saloon, golden sand, low mileage, taxed; £650.—Hale Motors, Ltd. Tot. 7771/4. [C2077

1946 Hillman Minx coupe, fitted works reconditioned engine, every nice car; £320.—Tel. Harpenden 4066. [8885

1954 (July) Hillman Minx convertible, fitted heater, as brand new; £695.—S. F. Erskine & Sons, Ltd., Tel. Woking 330. [C2051

1938 Hillman Minx saloon; £175.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9105

1950 Hillman Minx Phase IV saloon, ice blue and blue leather upholstery, fitted heater, mirror, clock, new engine, taxed, etc.; £495/£125 deposit.

1948 Hillman Minx Phase II saloon, grey and blue interior, fitted heater, new tyres, steering column change, taxed year, excellent condition throughout; £390/£98 deposit.

1947 Hillman Minx saloon, black and new grey plaid loose covers, new headcloth, engine and gear box completely reconditioned, new shock absorbers, all new tyres, the reconditioning of this car has been carried out by us and is not yet run in, taxed year; £335/£88 deposit; your local hire purchase specialists with terms to suit you.

MCLAREN & COX, Ltd., Used Car Specialists, 928, High Rd., North Finchley, N.12. Hillside 0260.

1952 Hillman Minx saloon, extras; £585.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9102

1947 Hillman Minx drop head coupe, very clean; £315.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1950 Hillman Minx saloon, black; £495.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9103

1939 Hillman Minx saloon; £195.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9104

£589!!!—1952 series Hillman Minx drop head coupe specimen condition throughout, small mileage and bargain price.—Below.

£455!!!—1951 Hillman Minx de luxe saloon, one careful owner, speedometer reads 18,000, export model, beautifully maintained.—Below.

£399!!!—1948 Hillman Minx drop head coupe, this vehicle must be seen to be appreciated, spotless throughout; choice 2.—Below.

£111!!!—Hillman Minx de luxe saloon, this vehicle is in beautiful condition, one that has only been used week-ends and is in genuine original condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1953 Hillman Minx saloon, de luxe model, fitted heater, 4,000 miles; £625.—John Whailey, Ltd., London Rd., Bishop's Stortford. Tel. 181-2.

1951 Hillman Minx convertible, one owner, radio, excellent throughout; £485.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 8104.

1952 Hillman saloon, black with red leather, very good order, bargain at £470.—Howard Baker Cars, The Broadway, Broadstairs. Tel. Thanet 62599.

1954 (September) Hillman Minx saloon, unused since delivery; terms, exchanges welcomed.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212.

1954 (September) Hillman Minx saloon, claret, only 200 miles, rimfinishers, overriders; offers.—Kinchin, 20, Tower Hill, Witney, Oxon. [9059

JACK ROSE, Ltd., offer: 1950 (July) Hillman Minx saloon, in blue, interior almost unmarked, any examination; £450.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1953 (January) Hillman Mark V drop head coupe, black with beige interior, fitted heater, speedometer 12,600 miles; £595.—Dixons Garage, 134, West Hill, Putney S.W.15. Putney 0396. [C1073

1952 Hillman Minx convertible, black, immaculate condition, low mileage, one owner; £565; exchanges, h.p. terms.—Mitchell Erskine, Ltd., 105, Queensway, Bayswater, W.2. Bay. 5929. [C2081

1952 (Nov.) Minx saloon, black with red upholstery, excellent condition and unmarked, taxed, low mileage, private owner.—Kensington 6726, Mill Hill 5007. [9193

ARCHIE SIMONS & Co., Ltd.—1954 (May) Hillman Minx coupe, colour green and fawn, leather upholstery, 1,600 miles, fitted heater, as new; £745.—94, Great Portland St., W.1. Lan. 1343. [C4013

£229.—1939 Hillman Minx 4-door de luxe, bargain; choice of two.—G.F. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

1952 Hillman Mark V saloon, under 17,000 miles, immaculate throughout, heater, guaranteed; £595.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-2-3-4-5. [C1080

1949-50 Hillman Minx estate car, mech. perfect, new tyres, recently resprayed, any trial.—To view apply Wilson, Speedway Side, Brandon, Coventry. Tel. Wolston 386. [8879

1953 Hillman Minx Mark VI coupe, golden sand, red upholstery, heater and many other extras, immaculate throughout; £600 o.n.o.—36, Leabank Ave., Kidderminster. Tel. 2568. [8831

1953 (Nov.) Hillman Minx Mk. 7, beige/red, heater, written guarantee; £675.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

HILLMAN 10

A.Z. MOTORS for real Hillman 10 bargains; 1950 saloon, £450! 1947 saloon, immaculate condition, £295! 1946 saloon, £285! 1934 saloon, £50! 1947 utility, £150!—100, Palmerston Rd., N.W.6. Mal. 4723.

495 gns.—Hillman Minx, late 1950 Phase IV saloon, leather, heater, one owner, exceptional; terms, Rowland Smith, Hampstead (Hampstead Tube). Hamp-exchanges; list; open 9-7 week-days and Saturdays.—stead 6041. [C4018

1947 Hillman 10hp drop head 4-seater coupe, smart attractive well-kept car in excellent order; £295; deposit £75, balance 24 months; exchanges insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071

HILLWOOD MOTORS.—1949 Hillman Minx Phase 3 saloon, beige with red interior, fitted heater; a car with modern lines fitted with steering column gear change, bench type front seat and seating accommodation for 6 people; large rear luggage boot, and still giving an impressive yet economical performance; £475.—Mill Hill 4232. Open 9-8 Mon.-Sat. [8974

HILLMAN 14

£125.—1939 Hillman 14 saloon, mechanically sound, new tyres; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

HILLMAN 16

1935 Hillman 16 saloon; £50.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9106

Hillman Cars Wanted

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S

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

R

ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2231.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

EMA Ltd. Grove Rd., Southsea. Portsmouth 2168. [0409/R

HILLMAN Minx saloon car required; about £250.—Turnbull, Durngate House, Winchester. [W1010

PRIVATELY owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

HILLMAN buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

ALMOST new Hillman required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ALL Hillman models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [7036

NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0224

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-81, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

H.R.G.

H.R.G. ENGINEERING Co., Ltd., for makers' spares, repairs and service.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4489. [0370

H.R.G. 1½-litre 1948, green, maintained regardless by present owner, full all-weather, 4.55 axle, special lightweight body, the perfect rally car; £450.—J. V. S. Brown, 142, Prince Gdns., London, W.3. Acorn 5667, evenings. [9011

H.R.G. Cars Wanted

REQUIRED, really good H.R.G.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

1938 Hudson 17hp saloon, immaculate paintwork, engine overhauled, heater, radio; £250.—Phillips' Garage, Hayle, Cornwall. [9057

£250!!! Really well cared for 1940 Hudson 16.9 saloon, loose covers, exceptional condition, economical and roomy.—A. Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£122!!!—Hudson 22 saloon de luxe, first registered November 1936, exceptionally fine condition throughout; also choice 2 others, including drop head foursome coupe; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621, first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R

HUMBER

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1953 Humber Hawk saloon, one owner, heater, superb condition; £795. — Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

TOM GARNER, Ltd., offer:—

1952 Humber Pullman Mark III 7-passenger limousine, black, heater; £1,595.

1953 Humber Hawk Mark V saloon, black, heater, radio, loose covers, 18,000 miles; £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

R. C. WIMBUSH, Ltd., offer:—

1952 (Sept.) Humber Super Snipe, black with red hide, Rootes heater, 17,000 miles, one owner, spare unused; £695.—312 Earls Court Rd., S.W.5. Fremantle 8401. [C4056

WARWICK WRIGHT, Ltd., offer:—

1952 (Nov.) Humber Hawk Mark V saloon, blue, heater, 26,000 miles; £750.

1952 Humber Super Snipe Mark III saloon, heater, black, 13,000 miles; £795.

1953 (December) Humber Pullman Mark IV limousine (electrical division), radio and heater, black, 12,000 miles; £2,150.

1954 Humber Hawk Mark V saloon, grey, heater, 6,000 miles; £865.

1954 Humber Hawk Mark V saloon, black, heater, 15,000 miles; £850.

1953 Humber Super Snipe Mark IV (ohv engine) saloon, crystal green, heater, 16,000 miles; £1,075.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GEORGE HARTWELL, Ltd., offer:—

£685.—1952 Humber Hawk Mk IV saloon, black/red, heater, in outstanding condition.

CONFIDENTIAL hire purchase; part exchange.

35—41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079

SEYMOUR & CLEMENTS, Ltd., offer:—

1952 Humber Hawk, black red leather, heater, l.h.d., taxed, etc., magnificent condition, any exam.; £595.—38, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. [C4007

HUMBER Hawk saloon (May, 1953); black; £795.

HUMBER Super Snipe saloon with division (April, 1951); black; £575.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:—

1953 Humber Hawk saloon, in black, with heater and trim rings, 3,900 miles, guaranteed; £845.

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing 3400. [7930

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1953 Humber Super Snipe, equipped radio, heater, loose covers, truly immaculate; £975.

1948 Humber Hawk saloon, first-class condition; £425.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

HUMBER Super Snipe 1949, grey, heater, taxed; £420 o.n.o.—Box 7843. [8345

1952 Humber Hawk saloon, blue, low mileage, taxed; £675.—Hale Motors, Ltd. Tot. 7771/4.

1953 (June) Humber Hawk, black/red, heater, seat covers, 18,000, as new; £825.—Below.

1950 (September) Humber Super Snipe Mark III, black/brown, radio, heater, excellent condition; £535.—Below.

1949 (July) Humber Super Snipe, black/brown, 36,000, heater; £425.—Caterham Motor Co., Ltd., Bell St., Reigate. Reigate 2245. [9166

1949 (Sept.) Super Snipe saloon, one owner, 36,000 miles, £40 Rootes' overhaul just completed; £425.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., W.10. Ladbroke 1251-2. [W3007

GORDON CARS (LONDON), Ltd.—1953 Humber Super Snipe Mk. III saloon, black, 13,000 miles; £775.

1952 Humber Super Snipe saloon, green, 17,000 miles, one owner; £695.

1953 Humber Hawk saloon, grey, one owner only; £825.

GORDON House, 373, Euston Rd., London, N.W.1. Eus. 6611. [C2025

1952 Humber Hawk saloon, fitted heater, 24,000 miles; £650.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076/1

CAMDEN MOTORS, specialists in limousines, offer a range of Humber pullmans and Imperials, pre-and post-war; from £195 to £1,500, call, write or 'phone.

CAMDEN MOTORS, Leighton Buzzard 2041. Open till 8 p.m. [C1035

1950 Humber Super Snipe Tickford coupe, grey, H.M.V. radio, normal mileage; £695.—Tickford, Ltd., Temple Bar 3338. [C4029

1951 Humber Super Snipe, black/beige, perfect condition throughout; £575.—Cyril Sheppard of Reading. Sonning 2345. [8764

1953 Humber Hawk saloon, 14,000 miles only, radio and heater, superb condition; £795.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1951 Humber Super Snipe, excellent condition, low mileage; £595.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

CASS'S MOTOR MART.—1948 Humber Snipe 18hp saloon, black, genuine 21,000 miles, unblemished; £495, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

HUMBER

1953 (Feb.) Humber Hawk, black and fawn, one owner, 9,500 miles, spare unused, loose covers since new, serviced by main dealers since new, taxed year; £785.

1951 (June) Humber Super Snipe, one owner, grey and grey, heater, taxed; £495.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

JACK ROSE, Ltd., offer latest type 1954 ohv Humber Hawk, grey with red hide, 4,000 miles, with overdrive, £1,050.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1951 Humber Super Snipe Mark III saloon, radio and heater, guaranteed; £525; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

1952 Humber Super Snipe saloon, one owner, low mileage, radio, heater, excellent condition throughout; £635.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2042

1938 Humber 17hp saloon, good engine, tyres, battery, etc., fast reliable car; £165, deposit £55, balance 18 months.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071

JACK ROSE, Ltd., offer: 1953 (May) Humber Hawk, radio and heater, in grey, almost as brand new, 6,000 miles odd; £825.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056/1

1953 Humber Super Snipe saloon, heater, 6,000 miles; £995.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Sq. Tube Station). Temple Bar 3588. [C1027

125gns.—Humber 16/60, 1934 de luxe saloon, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 (July) Humber Hawk saloon, grey, red upholstery, heater, exceptional condition, one owner from new; will accept £775.—Ebdons Automobiles, Ltd., Rootes Group Distributors, Bath Rd., Cheltenham. Tel. 55391. [8992

1950 Humber Super Snipe, fitted with Tickford foursome d.h. coupe, this car is in immaculate condition throughout and can be thoroughly recommended, colour gun with grey leather upholstery; price £595.

THE THORNTON ENGINEERING Co., Ltd., 150, Manningham Lane, Bradford. Tel.: Bradford 27181. [8855

A & S Limousines—Selection low-mileage privately chauffeured 7-seaters displayed, detailed lists despatched, comprehensive guarantee certificate.

LIMOUSINE, 1950, partitioned Pullman, forward occasionals, black, exceptional throughout, selection, £985.

LIMOUSINES, 1951, partitioned Pullman, forward occasionals, selection leather also cloth interior, lavish equipment, desirable order throughout, competitive price, several available, inspection invited.

LIMOUSINE, selection 1952 Pullmans, partition, forward occasionals, black, nominal mileages, privately owned, meticulously maintained, several available, reasonable costs.

SEVEN-PASSENGER, 1952 Imperial Saloon, leather throughout, forward occasionals, lavishly equipped, original private owner, genuine mileage 15,000, immaculate. £1,295. Selection from—£985.—Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Humber Cars Wanted

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chatham 2231.)

WROTHAM HEATH.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3333.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3252.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

EMA, Ltd., Grove Rd., Southsea. Portsmouth 2168. [0410/R

7-PASSENGER privately owned 1938/1946/7/48 Limousines urgently required. Below.

7-PASSENGER 1949/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines urgently required, cash waiting. Alpe & Saunders, Ltd., 8, Providence Court, North Audley Street. Mayfair-2941.

PRIVATELY owned Hawk.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

HUMBER buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

ALMOST new Humber required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ALL Humber models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 25, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [7038

TOP prices paid for 1949 onwards Pullman limousines and Imperials.—Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0330/R

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

JAGUAR

L. F. WARD, Ltd., offer:—

1953 (November) Jaguar drop head coupe, white-wall tyres, radio and heater, 3,000 miles only.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. 3547. [C4043

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

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CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477), Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents [0027/R

FOR the enthusiast!

1938 Jaguar d/h coupe 1½-litre finished in two-tone cream and maroon, brown check loose covers, twin driving mirrors, Ace discs, twin Lucas spot lights, twin chrome Windtones, new tyres, rear wheel spats, etc., must be seen; £298/£99 deposit; your local hire purchase specialists with terms to suit you.

MCLAREN & COX, Ltd., Used Car Specialists, 228, High Rd., North Finchley, N.12. Hillside 0560.

TOM GARNER, Ltd., offer:—

1953 Jaguar Mark VII saloon, black, 5,000 miles only; £1,350.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

AUTOMOBILIA, Ltd., offer:—

1947 1½-litre Jaguar 4-door de luxe sunshine saloon, black, brown hide, radio, heater, fog-lamps, excellent condition; £435.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

H. A. SAUNDERS, Ltd., offer:—

1952 Jaguar Mark 7 saloon, black, brown upholstery, heater, recorded mileage 22,470; £1,095.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

ROSE & YOUNG, Ltd., offer:—

XK120C, latest modifications, Weber carburettors, very fast.

1954 Jaguar XK120 drop head coupe, 3,000 miles, fitted radio, chrome rims, whitewall tyres, etc., immaculate, birch grey; £1,350.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

MAIDSTONE ENGINEERING Co.

1939 Jaguar 2½-litre Sportsmans special equipment saloon, just recellulosed in Jaguar gunmetal grey with fawn leather interior and carpets to match; fitted twin windtone horns, chrome pass lamp, Ace discs, etc.; taxed and ready for immediate use; the performance of this car is really excellent; a genuine example offered at £250; terms, exchanges.

CROSS St., Pendleton, Salford 6, Manchester. Pen. 3457. [C3000

SAUL & SLATTER, Ltd., offer:—

1953 (Sept.) Jaguar Mk. VII saloon, black with red upholstery, one owner, 14,000 miles, in exceptional condition; £1,250.

44-46 Aldermans Hill, London, N.13. Tel Palmers Green 3631-2-3. [C4002

PHILIP RICKARDS, Ltd., offer:—

1954 Jaguar Mk. VII saloon, grey, radio, 700 miles only; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gro. 4772-3.

DUNCAN HAMILTON & Co. offer:—

1951 XK120, colour ivory, one owner since new, high lift camshaft, twin exhausts, moderate mileage; £795.—33, High Rd., Byfleet, Surrey. Byfleet 3101, day and night [C1091

H. A. SAUNDERS, Ltd., of Worcester.

1952 Jaguar Mk. VII saloon, grey with red leather, fitted heater, low mileage car.

AUSTIN House, Castle St., Worcester. Tel. 2368. [C4005

CHIPSTEAD MOTORS, Ltd., offer:—

XK120 1951, silver and fawn, modifications include high lift cam, 8 to 1 pistons, stiffened suspension, dual exhausts, etc., dual flame throwers, immaculate and one of the prettiest XK120s on the road; £850.

XK120 1951, racing green, special Tygan covers, new hood, dual flame throwers, heater, screen washers, racing filler cap, new front suspension and tyres, replacement, works 8 to 1 engine, really terrific performance, dual exhausts; £865.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1954 (May) Jaguar XK120 drop head coupe, dark green, loose covers, heater, Ace Rimbellishers, 6,000 miles, taxed December, in new condition; £1,385.

1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2065

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1947 Jaguar 2½-litre 4-door sunshine sports saloon, green with hide upholstery, radio, heater, loose seat covers, passlight, discs, other extras, an excellent example of this popular model; £415.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040.

1952 Mark VII, 4 new white wall tyres, immaculate; £1,025

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676 [C4006

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

COOMBS & SON (GUILDFORD), Ltd., offer:—

1951 Jaguar XK120, full racing modifications, one owner since new; £975.

1954 Jaguar Mark VII, works mileage; £1,450.

1954 Jaguar XK120 d.h.c., mileage under 3,000, battleship grey, red leather; £1,425.

COOMBS & SON (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C2051

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1952 Jaguar XK120, one owner, finished in pastel blue, thoroughly recommended; £895.

1952 XK120 Jaguar drophead coupe fitted radio, low mileage, as new throughout; £1,295.

1954 Jaguar XK120 fixed head coupe, numerous extras, Whitewall tyres, an exception car; £1,525.—282, Kensington High St., W.14. Western 0207-8. [8899

LAMBS OF WOOD GREEN, the Jaguar specialists.

£835!!!—1951 Jaguar Mark V drop head 5-seater coupe, literally like brand new throughout and irreproaceable.—Below

£745!!!—1951 Jaguar Mark V 3½ de luxe saloon, spotless condition, one owner, carefully used.—Below.

£475!!!—1948 Jaguar 3½ de luxe saloon, bodywork spotless, interior original unmarked; if you see this you will buy it.—Below.

£455!!!—1948 Jaguar 1½ de luxe saloon, carefully used specimen, only two owners, immaculate condition.—Below.

£299!!!—1939/40 Jaguar 2½ sports saloon, late owner enthusiast maintaining this vehicle perfectly, choice also another 2½ and 3½ saloons.—Below.

£295!!!—1939 Jaguar 1½ de luxe saloon; this vehicle looks and runs like 1948 model above; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221.

ACRES offer 1951 Jaguar XK120, choice of 2 in excellent condition; from £825.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

WOKING MOTORS (MAYBURY HILL), Ltd. Woking 1926.

1951 Mark V drop head coupe, grey and grey, 12,000 miles guaranteed, spare unused, radio and heater, taxed, in new condition; £895; exchanges and terms. [C4057

670 miles.—1954 (June) Jaguar saloon with overdrive; £200 under cost.—Weybridge 600. [C4023

1938 3½-litre saloon; £245.—Johnson & Brown, Ringers Rd., Bromley. Ravensbourne 2322.

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin 3348 [0081/R

1954 Jaguar Mark VII saloon, colour dove grey, fitted overdrive, 1,400 miles only; £1,495.—City Motors, Oxford 47491. [8922

1950 2½-litre Mk. V Jaguar saloon, black, grey upholstery, in good condition, many extras; £575 or near offer.—Tel. Molesey 2792. [9172

1954 (July) Mark VII, 1,000 0miles only, every extra, cost £1,835; our price £1,495.—Mansfield Autos, Ltd., Euston 2587 [C3001

1950 Jaguar 3½ Mark V saloon, black, brown leather, nice condition; £625, written guarantee; h.p.; exchange; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime.

1952 series XK120, silver and red, taxed year; £765.—J. E. Bird Automobiles, Jaguar main area dealers, 118, Lee High Rd., S.E.13. Lee Green 1072.

£195.—Genuine 1939 Jaguar 3½-litre grey sports saloon; bargain, £65 down.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490.

XK120 1950/51, one careful owner, excellent condition; £795, o.n.o.—C/o Goodwill Garages, 17, Pavilion Rd., Knightsbridge, S.W.1. Sloane 2238. [9150

£259.—1939 Jaguar 1½-litre 4-door sports saloon,—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

1939 Jaguar 3½-litre saloon, engine overhaul just completed, splendid throughout; £250.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-2-3-4-5. [C1060

1954 (March) Jaguar XK120 sports, radio, heater, twin exhausts, etc., 3,500 miles, attractive price.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028/1

1948 Jaguar 3½-litre saloon, immaculate throughout, full mechanical record available, £595; guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1954 (July) Jaguar Mark VII saloon, overdrive, whitewall tyres, 950 miles only; attractive price.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2029

1954 Jaguar XK120 fixed head coupe 8,000 miles, radio, faultless and immaculate, blue; £1,295.—Philip Foster, 106, High St., Uxbridge. Tel. 4202. [8748

1950 Jaguar Mk. V saloon, one owner, 25,000 miles; £635; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube Camden Town Station). Euston 2700 and 8894. [C3059

JAGUAR 1½-litre saloon 1946 (October), black, discs, immaculate car, mechanically excellent, good tyres, battery; first over £400.—Stoddart, "Midgarth," Brampton, Huntingdon. [9055

1953 Jaguar Mark VII, 11,000 miles, perfect condition; £1,235.—Taylor & Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Tel. Sloane 5215. [C4056

IMMEDIATE delivery Jaguar Mark VI with overdrive, black with tan upholstery, Aug. 1954, mileage 1,700; price £1,500.—Bowman's Garage, Kingsbridge, Devon. Tel. Kingsbridge 2129. [8873

JACK ROSE, Ltd., offer:—1953 Series Mark VII Jaguar saloon, in two tone grey, with red hide, new tyres, any examination; £1,145.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1953 XK120 fixed head coupe, special equipment, wire wheels, etc., low mileage; £1,250.—Tolworth Motors, The Broadway, Kingston By-Pass, Tolworth. Elmbridge 2254-5. [C4081

JAGUAR XK120, 1951, genuine mileage 19,000, green, general condition and paintwork immaculate, this car has been very carefully used and never raced; £850.—Newton & Bennett, Valetta Rd., Acton, London, W.3. She. 3443. [8848

JAGUAR

1952 (December) 3½-litre Jaguar Mark VII saloon, genuine mileage 17,000, colour black, brown upholstery, one owner, taxed December 31st; £1,050.—MacVitie, Malvern. Tel. 300. [7691

1953 (May) Jaguar fixed head coupe, 13,000 miles, unmodified, black/red, screen wash, heater, immaculate; £1,250; post-war car considered in part exchange.—Price, Bristol 58340. [8660

1954 Jaguar Mark VII, 4,000 miles, H.M.V. radio, Ace rimbellishers, extras, as new throughout; £1,425.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

£435!!! Jaguar 1½-litre special equipment, 4-door sports saloon 1947, super de luxe model, sunshine roof, rich leather interior, air-conditioning, Ace wheel-discs, two Lucas spotlamps, carefully used by very fussy owner.

£295!!! Jaguar 2½-litre drop head foursome coupe 1939, sparkling condition, immaculate upholstery, excellent hood and tyres, smart metallic finish, delightful performance.

£695!!! Mark V Jaguar saloon 1950-1, one of the few available, a truly beautiful car, nominal mileage and in quite immaculate order.

£1095!!! (October) 1952 Mark VII Jaguar, a genuinely immaculate car which has obviously done no appreciable mileage, coachwork, interior and all fittings literally spotless, the very best example we have handled.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

OCTOBER, 1953, XK fixed head coupe, grey, engine mods., radio, spot lamps, etc., 8,000 miles, no competitions, spotless; £1,200; payments arranged or family saloon taken in exchange.—Astin, Huyton House, Adlington, Lancs. [9008

645 gns.—Jaguar 1951 model Mark V 3½-litre saloon, silver grey, sliding head, red leather, heater, twin passlights, exceptional; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1939 Jaguar 2½-litre sports saloon, new engine recently fitted, very smart car, any trial; £245; deposit £85, balance 18 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

XXX—£1,000; 1952 Jaguar Mark VII saloon, black with brown hide, radio, heater, loose covers, a really immaculate and most attractive one-owner car; written guarantee; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

1951 Jaguar Mk. V, 3½-litre drophead coupe, finished in fawn with brown leather, one owner, superlative condition, Motorola, heater, screen-washer, twin passlights, twin wing mirrors, silent, docile, devastating performance; £845; terms, exchanges, three months' written guarantee.—B.R.M. Car Sales, Cippenham, Nr. Slough, Bucks. Tel. Burnham 705.

XXX—A really superb 1952 XK120 2-seater, finished in sealing wax red with fawn leather upholstery edged with red, luxuriously equipped, radio, heater, twin fog lamps, twin pass lights, loose covers, all over zip tonneau cover, twin exhausts, an absolutely sparkling one-owner car with delightful performance; written guarantee; £925; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005/1

Jaguar Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

BENTALLS Ltd.

WE are interested in the purchase of Jaguar cars.—Kingston-on-Thames. Kingston 1001. [W1093

COOMBES & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002/R

ALMOST new Jaguar required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

1½-litre Jaguars urgently required.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [W2057

1952—53 Mark VII Jaguar wanted; must be low mileage and reasonable.—55, Broadwalk, E.18. Wanstead 2688. [9004

1951 Austin A70 Hampshire, immaculate, S.R. radio, heater, one owner; with cash for good Jaguar.—Whitehouse, Penstone Lane, Lower Penn, Wolverhampton, Staffordshire. [9043

Jaguar Spares and Service

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938.

AND at Manchester. Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 3631-2-3. [S4002/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4618. [0435/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22594.

LEX GARAGES, Ltd.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Lex Garages, Ltd., Forty Avenue, Wembley. Arnold 1154-5. [0719/R

Jaguar Spares and Service

LEONARD WILLIAMS & Co., Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick. Kin. 4718. [0820/R

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013-0621. [0241/R

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

JEEPS!!! Several first-class Willys and Ford Jeeps; also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4934. [C1010

1952 (first reg.) Jeeps, all types; spares.—Davies & Groves, 1-3, Dorset Close, N.W.1. Pad. 8345. [0619

£150.—1947 registered Jeep 6-seater utility, metal body, runs well; £50 down.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490.

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; h.p. terms available.—Mansell & Fisher (see Jeep Spares, below). [C3066

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange pan engine, gear box, clutch, etc., noted for all American spares.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919/6850. [C0335/R

Jeeps Wanted

JEEP required; about £100.—Turnbull, Durngate House, Winchester. [W1010

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4738. [S2066

JENSEN

BROOKLANDS, Jensen distributors.

1951 Jensen 4-litre 4-door saloon.

BUY or sell with confidence; open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

JOWETT

WMWELBECK MOTORS, Ltd., for Jowetts:—

THIS is your very last opportunity to buy a brand new and unused Javelin; we offer, at maker's list price, the last new Javelin standard saloon in gold with red leather, also one, and only one, new and unused Javelin de luxe in gold with red hide at £1,025; this is a very special and hand-finished example.

1953 Javelin de luxe in black with red hide, 8,000 miles; a very rare opportunity to acquire a virtually brand new Javelin of the latest type (full Series III); £750.

1953 (October) Javelin standard saloon, full Series III, grey, with red leather, high-speed modifications, including raised compression, H.M.V. radio, heater; £665

1952 Javelin de luxe, engine modified, approx. 20,000 miles, gold with red hide, whole car virtually identical to new—there cannot be many 1952 cars in the country in this glorious state of perfection; price £625.

1949 Javelin de luxe, black with beige leather, mileage guaranteed 24,000, Series III engine fitted one month ago, whole car virtually as new, finest 1949 Javelin we have ever offered and probably the finest 1949 Javelin in the world (certainly the most expensive); £515; another in typically immaculate Welbeck condition, beige; £450.

JUPITERS:—

1953 Jupiter Mark IA with opening boot, final Series III, very low mileage, latest-type best quality H.M.V., latest-type Smiths Fresh Air Heater, green with red leather, £775; another, 10,000 miles, in dark green, £735.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (nr. Baker St. Station). Welbeck 1139 (6 lines). Far the largest Jowett agents in the country.

COOP F.

JOWETT distributors.

1953 Javelin de luxe, finished in beige with red leather, twin spot lamps and wing mirrors; £655.

1952 Javelin de luxe finished black with brown leather, recent engine overhaul, twin spot lamps; £595.

CLARKES OF PIRBRIGHT, near Woking, Surrey. Brookwood 2201. [C1049

DICKS.

1951 Jowett Javelin saloon, full de luxe, positively unmarked; £550.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn Maida Vale 6888-9. [C1072

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1953 (June) Javelin de luxe saloon, maroon/beige hide, immaculate, highly recommended; £630.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (Ten Lines).

1949 Jowett Javelin de luxe saloon, radio, good order; 3 months' guarantee; £395.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1953 (May) Javelin de luxe, every extra, much cherished; owner going overseas; view London; what offers?—Knebworth 2181. [8522

1950 (Aug.) Javelin de luxe, grey/red leather, 24,000 miles; £500.—Tickford, Ltd., Temple Bar 3338. [C4029

1952 Jowett Javelin, superb order; £565.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

1950 Javelin de luxe saloon, maker's series III engine just fitted, radio and heater, superb condition throughout; £525.

1952 Javelin de luxe saloon, one owner, radio and heater, superb condition; £575.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 8104. [C4053

1951 Javelin de luxe, in excellent condition, maroon with beige leather; £465.—Tapp, Summerdale, King's Rd., Fleet, Hants. [9017

1951 (Oct.) Javelin de luxe saloon, metallic grey, small mileage, immaculate, one owner; £525; part exchanges, deferred terms.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [7656

1951 Jowett Javelin saloon, black with brown leather, exceptional condition; £495.—Keiths Motor Co., Ltd., 141, Green Lanes, Palmers Green, N.13. Bowes Park 5100. [C2080

1953 Jowett Javelin de luxe saloon, black and brown leather, one owner, 8,000 miles only, serviced by us since new; £695.—The Boroughbury Garage, Ltd., 14, Lincoln Rd., Peterborough. Tel. 3021.

95gns.—Jowett 1935 model 7hp 4-door saloon, sliding head, one owner; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Jowett Javelin de luxe, radio, heater, windscreen washer, one owner, bronze with red interior, only 16,000 miles, guaranteed; £695.—Campbell Symonds, Wembley 6262. [C1037

£455!!!—1950 series Jowett Javelin saloon de luxe, immaculate bodywork, excellent interior, speedometer reads 28,000, whole vehicle magnificent; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423 High Rd., Finchley, N.12. Finchley 6221.

HILLWOOD MOTORS.—1949 Jowett Javelin (registered November, 1949), metallic grey with beige leather upholstery, this particular car is in immaculate condition and is the de luxe model with polished wood facia panel, fitted heater and built-in radio; we are proud to offer this beautiful one owner specimen at the very attractive price of £465.—Mill Hill 4232. Open 9-8, Mon.-Sat. [8975

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett agents in the country would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. [W4049

H. A. SAUNDERS, Ltd., Golders Green, require:—

JOWETT cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

ALMOST new Jowett required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424.

REQUIRED, really good Jowett Javelin.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

JOHNSON & BROWN wish to purchase clean Jupiters or Javelins.—Ringers Rd., Bromley. Ravensbourne 2322. [W2013

Jowett Spares and Service

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords, always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

KINGSTON-ON-THAMES, Jowett distributors; all spare and replacement units available, plus specialised service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kin. 2241-2. [S4053/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

BIRMINGHAM agents; large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

EAST Anglia.—For all Javelin and Bradford spares.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129.

JOWETT spares; Gordon Cars (London), Ltd., have the largest stock of spares and give the finest service.—7-9, Russell Parade, Golders Green, N.W.11. Speedwell 9761. [0133/R

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

A.V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; offer 28 years' Jowett experience, spares and service. [0759/R

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialist repairs.—228-234, London Rd., Croydon, Cro. 3641-2; and Bushwood Corner, Leytonstone, E.11. Wan. 5101-2.

LAGONDA

GE **1937** series Lagonda LG45, 4-door pillarless sun saloon, green, grey leather, masses of equipment, recently worked on by Davie of Staines, new tyres batteries recently fitted; 168gns; written guarantee.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000

METCALFE & MUNDY, Ltd.

1939 Lagonda LG6 saloon, black, brown hide, Sanction IV engine, H.M.V. push button radio, a very beautiful car

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1951 2½-litre Lagonda saloon, finished grey, blue leather, heater, spotlamps, screen washer, low mileage, immaculate condition throughout; £1,250.

1953 Lagonda drop head coupe, Vantage engine, many extras, showroom condition.—Box 8174.

1950 Lagonda 2.6-litre saloon, 2 colours, low mileage, all extras, super condition; £1,000.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

LAGONDA

CHIPSTEAD MOTORS, Ltd., offer:—

??? 2.6 late 1950 sports saloon, beautifully finished in light grey with dark grey wings, chrome wheel rims, heater, demisters, dual pass lamps, etc., immaculate condition throughout, cost approx. £2,300; first offer of £1,985 secures.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

BROOKLANDS: Lagonda distributors.

LATEST 1954 models, 2-door saloon, power-operated coupe, coachwork by Tickford, on show and for demonstration.

1954 Lagonda 3-litre Tickford coupe, 2,000 miles.

1952 Lagonda 2.6-litre drop head coupe by Tickford.

1950 Lagonda 2.6-litre saloon, radio, heater.

BUY or sell with confidence; open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

GUY SALMON AUTOMOBILES, offer:—

1950 Lagonda 2.6-litre saloon, recently overhauled by manufacturers metallic grey/blue leather, excellent history, moderate mileage, thoroughly recommended; £985.—Portsmouth Rd., Thames Ditton. Embrobrook 5551-2-3. [C4001

PERFORMANCE CARS, a good selection always available; written guarantee.—See under "Sports Cars." [3041/R

V12 1938 drop head coupe, grey, excellent mechanical condition; any trial.—Grosvenor 1912.

DAVIES MOTORS, Ltd. (Managing Director J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1936 4½-litre sports saloon, recent engine overhaul.

1938-9 V.12 sports saloon, Sanction 2, 5,000 miles since £700 overhaul.

273, London Rd., Staines. Tel. 4211-5. [C1080

LAGONDA 3-litre 1933, 1940 swept saloon, excellent modern appearance, tyres, battery and running, enthusiast's car, one owner 17 years, no dealers.—J.S.L., 73, Duke St., W.1. [8835

295gns.—Lagonda 1936 L.G.45 4½-litre pillarless saloon, sliding head, leather, excellent condition; terms; exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1938 Lagonda V12 short chassis saloon, in grey with grey hide interior, positively minted condition throughout, bargain here for knowledgeable buyer; £595; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26858. [8789

1936 Lagonda 4½-litre, special black/grey d/h 5-str. by Gurney Nutting, new rings, Newton telescopics, tremendous acceleration and wonderful steering and road holding, over 80 m.p.h.; nearest offer to £400.—Tel. Windsor 1035. [8852

1935 Rapide, completely rebuilt throughout, rebored, crankshaft ground, racing metal bearings, engine balanced in unit with new clutch, all work by Laystalls, new radiator, brakes, tank, rebuilt back axle, recellulosed, rechromed, over £1,000 spend last 3 years by meticulous enthusiast, used summer only; £550.—Box 8086. [8883

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841 [W3041

LOW mileage 2½-litre Lagonda wanted privately; reasonable price essential.—55, Broadwalk, E.18. Wanstead 2688. [9003

REQUIRED, really good V.12 or post-war Lagonda.—Edwards, Amenbury, Lane, Harpenden, Herts. Harpenden 118. [W2000

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years service manager to Lagonda, Ltd.) Specialists in all aspects of service.—273, London Rd., Staines. Tel. 4211-5. [S1080

LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14 saloon, under 10,000 miles, fawn, green leather; £895.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

95gns.—Lanchester 10 1934 Mulliner saloon, preselector, good tyres; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

LANCHESTER.—For any new model, or for help and advice on one already in service, come to the officially appointed distributors with Daimler-Lanchester experience dating back over 30 years.—Walker & Ward, Ltd., Cheltenham. Tel. 3814 and 3816. [0865

1947 Lanchester 10 saloon de luxe, finished royal blue/blue leather, new engine fitted 5,000 miles ago, this car was originally supplied by us and has been maintained by us since new, chauffeur driven, taxed, in superb order throughout; £450.—Gordon White & Co., Ltd. Gerrards Cross 2077. [9182

Lanchester Cars Wanted

WANTED urgently, post-war or modern 11 and 14hp models.

JOHN WILSON AUTOS, Sanderstead Rd., Sanderstead, Surrey. Sanderstead 4260. [W4055

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

AT the old-established Lanchester agents, Coventry Motor Mart, Ltd., you can 'phone or write Ralph Clews about your Lanchester exchange for a newer model.—You get a good deal at Coventry Motor Mart, Ltd. Tel. 2146-7. [0445

Lanchester Spares and Service

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [0689

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services. Lanchester cars, preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd. Chelsea, S.W.3. Kensington 7301. [0237/R

LANCIA

APRILIA, 1937, entirely rebuilt with post-war modifications and in specimen condition; £390 or £90 deposit.—Searle, 45, Park Rd., Hampton Hill, Middx. Molesey 4614. [4069

£85.—Enthusiasts, look!—1931 Lancia Dilambda 4-door saloon, a beautiful engineering job.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1024

Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320/R

LEA-FRANCIS

AUTOMOBILIA, Ltd., offer:—

1947 (Sept.) Lea-Francis 4-door de luxe sports sunshine saloon, black, brown leather, heater, excellent condition, cost £1,265; sacrifice £395.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

B. J. HUNTER, Ltd., offer:—

1950 Lea-Francis 14hp saloon, independent suspension, maintained by makers, really fine car; £545.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis, London and Home Counties, offer:—

1951 Lea-Francis 2½-litre streamlined sal., black, radio, heater, sun roof, etc., modern appearance, comfortable and very fast, guaranteed; £895.

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

445gns.—Lea-Francis 1948 14hp sports saloon, sliding head, leather, heater, excellent; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2 Gladstone 6303 [W2040

REQUIRED, really good Lea-Francis.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

MARSHALL'S (HX), Ltd., Mayfield Garage, King Cross, Halifax. Tel. 5044, 3329. [0470

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9 Tel. Cunningham 5936-7. [0595/R

LIMOUSINES

£150 1937 21hp Hillman; £395, 1933 25hp Rolls-Royce; exchanges, terms.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226.

ARMSTRONG SIDDELEY limousine, two private owners only, absolutely immaculate; £265.—R. C. Mortlake, 253, Kensal Rd., London W.10. Arnold 4604/6452. [C3017

195gns.—Daimler 1936 L.Q.3 24hp Mulliner 7-passenger limousine, black, front leather, rear fawn cloth, face-forward occasionals, division, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

A & S Offer desirable condition 7-passenger privately owned Limousines at competitive prices, comprehensive guarantee certificate (See Classified Advertisements) 1951/52 Austin Hirecars, 1951/52 Sheerline, 1949/50/51/52 Humbers, also privately owned 1936/37 Rolls-Royce and Rolls-Wraith Deluxe Hooper. Details despatched.—Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair 2941. [C1006

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

MASERATI

£495!!—1½-litre twin camshaft, supercharged single-seater racing Maserati, independent suspension, two L.S. hydraulic brakes, oil cooler, Borani racing wheels, fitted new racing tyres, in superb order throughout with some spares, capable of 135mph.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, W.11. Bayswater 3951. After 6, Livingstone 4627. [C2009

MERCEDES

WOKING MOTORS (MAYBURY HILL), Ltd., Woking 1928.

1954 Mercedes 180 saloon, black, loose covers, 2,500 miles, listed at £1,735; accept £1,575, exchanges and terms. [C4057

1941 (first regd.) Mercedes cabriolet, similar 500 K with 3.8-litre engine, supercharged l/h drive, black and polychromatic grey with red leather, beautiful specimen; £395.—Pantiles Service Garage London Rd., Guildford 5326. [C3035

MERCEDES-BENZ

1937 Mercedes-Benz model 170 V saloon, very recent bills, £190 on overhaul; £345.—Taylor & Crawley, 33 Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Tel. Sloane 5213. [C4036/1

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MERCEDES-BENZ

TAYLOR & CRAWLEY offer:—

1954 series Mercedes-Benz Type 300 saloon de luxe, radio, covers, 19,000 miles, chauffeur kept, quite unworn; £2,695.

42 A. South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

1938 Mercedes-Benz Type 230 saloon, right-hand drive; unrepeatable opportunity to acquire one of these desirable cars; £385; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838.

MERCEDES-BENZ 320 1938-9 saloon, ex-embassy car, laid up 1939-45, complete engine overhaul 1,000 miles ago, full sunshine roof, excellent condition throughout, genuine 18 mpg; bargain at £550.—Tel. Welbeck 5673. [9023

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4735

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires, in the U.K.—Lincoln Cars, Ltd. Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

PC PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country. From 150 cars:—

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one which might prove unsuitable.

CHOICE of M.G. T.F., immediate delivery, £780/5/10; choice of 2 T.D.s: 1953, £595; 1951, £525.

CHOICE of 5 T.C.s:—1949, £425; 1948, £395; 1948, £585; 1947, £375; 1946, £355.

CHOICE of 6 T.A.s:—1939, 2 from £285; 1938, 2 from £275; 1937, £255; 1937, £245.

CHOICE of 2 P.A.s:—1934, £165; 1935, £175; choice of 2 J.2's: 1934, £145; 1933, £125.

CHOICE of M.G. T.A. Tickford 1939, £275; M.G. T.B. Monaco 2-seater, 1939, £225; M.G. T.B., 1939, £315.

CHOICE of M.G. 1937 2-litre saloon, £195; 1938 drop head foursome, £225; 1939 2.6 saloon, £195.

CHOICE of M.G. Magnette 2-seater, £95; M.G. Magnette 4-seater, £165; M.G. P.A. special, £145.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; see under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

GE

1952 absolutely superb one-owner, low-mileage M.G. T.D. sports 2-seater, finished like new throughout in black, chromium, silver wheels, red leather, accessories to tone, equipped full all-weather equipment, all-over centre zip tonneau, bumper bars, overriders, balanced wheels, twin S.U. carburettors, sprung steering wheel, speedometer, revolution counter, comprehensive instrument layout, badge bar, spot light, twin rear lights, reversing light, grab handles, etc., just fitted special large 1,467cc engine, including complete chassis check, over £70 spent, perfect battery and tyres, a really outstanding example with terrific performance, written guarantee, 510gns; hire-purchase, part-exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118.

WM

WELBECK MOTORS, Ltd., for M.G.s:—

1947 M.G. T.C., black, a very excellent example, engine overhauled; £325, or quarter down and up to 2 years to pay.

1939 M.G. T.A. Tickford drop head coupe, new engine with supercharger; an outstanding example of a very rare model; £300.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4049

TOULMIN MOTORS.

M.G. 1½-litre saloon, 1951, completely overhauled, extra stabilisers fitted, dual green, fully guaranteed.—Toulmin Motors, 343, Staines Rd., Hounslow, Mdx. Tel. Hou. 3456 and 2238. [8981

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1952 M.G. T.D. Roadster, absolutely as new, stored and unused one year, negligible mileage, recently fitted reconditioned engine, various extras included; 505gns or £105/15 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

GLANFIELD LAWRENCE offer:—

1949 (September) M.G. T.C., cream, engine reconditioned, new hood, etc., in beautiful condition; £445.—407, High Rd., N.12. Finchley 0091.

CLUBMAN AUTOS, Ltd., offer:—

1949 M.G. T.C., red, one owner, immaculate; £425.

1947 M.G. T.C., black; choice of two; £345 and £355.

H.P.—Motor cycles taken in exchange.—138-142, Tooting High St., S.W.17. Balham 3484. [C1095

1938 M.G. T.A.; £245; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1948 M.G. 1¼ saloon; £495; written guarantee, h.p.; exchanges; trade enquiries welcomed.—HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

M.G.

MAIDSTONE ENGINEERING Co.

1939 M.G. 2-litre sportsmans saloon, finished in immaculate black with blue leather interior, we have taken this car in part exchange and she requires minor repairs to rear axle, she is noisy but in good running condition offered at the very low figure of £150 for cash.

CROSS St., Pendleton, Salford 6, Manchester. Pen. 3457. [C3000

R. C. WIMBUSH, Ltd., offers:—

1951 M.G. 1¼ saloon, green, fitted with Lucas Laystall head, twin carburettors, outstanding condition; £545.—312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

BRONDESBURY MOTORS offer:—

£175.—M.G. 2-litre drop head coupe, 1938, interior unmarked, new hood, excellent throughout.

£175.—M.G. 1½-litre V.A. tourer, 1939 model, bronze head, superb performance, unrepeatable.—Brondesbury Mews, Kilburn, N.W.6. Mal. 0371.

WARWICK WRIGHT, Ltd., offer:—

1953 M.G. Z.A. Magnette saloon, radio and heater, gun grey, 9,000 miles; £925.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PARADE MOTORS (MITCHAM), Ltd., offer:—

1949 M.G. T.C., red, fitted with new plastic hood, luggage grid, twin horn, low mileage; £400.

1947 M.G. T.C., black and red, in excellent condition; £365.

1947 M.G. T.C., black and beige; £365.

1940 M.G. T.B., black, this car is in outstanding condition, could be taken for '49 model; £300.

1939 M.G. T.A. Tickford drop head coupe; £275.

1937 M.G. T.A., blue; £245.

1936 M.G. P.A., green; £165.

1947 (reg.) M.G. special 2-seater, fitted with Ford engine, 1.1.s.; £135.

1933 M.G. J2, black; £125.

1933 M.G. J1 4-seater; £95.

1938 M.G. 12hp V.A. drop head coupe, green and beige, excellent condition; £275.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

SKELLY'S OF MOTHERWELL. Tel. 1560-61:—

TF M.G., June 1954, cream/red, fitted Laystall Lucas cylinder head, friction dampers, all competition modifications, 4,000 miles, one of the fastest TFs available; price £720. [8858

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 (March) M.G. T.F., two-seater, black/beige hide, one owner, 5,500 miles, spare unused, plated luggage carrier, many extras, carefully run-in; £685.

AUSTIN House, 140/144, Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0082/R

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141.

1934 P.A. M.G. 2-seater, good condition, handbook, details, photo on request; £170.—Box 8157.

1953 (April) T.D., one owner, black, Laystall head; £485.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1954 M.G. T.F., red, 7,000, immaculate, twin spots, covers, wire wheels, etc.; best offer to £725.—Box 8158. [9075

525 gns.—M.G. Midget 1952 T.D. 2-seater, ivory, red leather, tuned stage II, excellent condition; terms; exchanges.—Rowland Smith, Hampstead (below).

95 gns.—M.G. Midget 1933 8hp J2 2-seater, choice of 7 Midgets; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

M.G. 1¼ saloon, 1951, bronze, immaculate; £575; part exchanges, cars or motor cycles; hire purchase terms.—Slocombes, Ltd., Willesden 4869. [C4017

JACK ROSE, Ltd., offer 1954 (Sept.), guaranteed 200 miles only, T.F., in red; £725.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

M.G. sports, T.C. model, black, green leather, chrome luggage carrier at rear, condition equal to low mileage 1954 model, bargain, £445, 22,000 miles only.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1015

1954 T.F. sports 2-seater, black, beige leather, plated luggage grid, 3,000 miles, as new; £715.—Robbins, East Putney. Tel. 7881. [C3010

1953 M.G. T.D., black with champagne upholstery, fitted heater, spot, Whitewall tyres, 11,000 miles, absolutely immaculate; £560.—Below.

1939 M.G. T.A., black with red hide seating, reconditioned unit, numerous extras, showroom condition; £275.—The Sefton Garage, New Chester Rd., New Ferry, Cheshire. Rockferry 1322.

1949 (November) M.G. T.C., present engine just completed 2,000 miles, in really first-class condition throughout; terms and exchanges; £395.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [9197

£175.—1935 series M.G. P.A. sports 2-seater, red, enthusiast owner, in superb condition; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£244!!! Magnificent M.G. 2-litre drop head four-some coupe, no one looking at or driving this vehicle could possibly believe it's 16 years old; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

1954 (July) M.G. T.F., grey, red leather, 1,800 miles, still running-in; £725 or exchange 1954 Prefect or Consul.—Dr. Musson, "The Poplars," Irthlingborough, Northants. Irthlingborough 23. [9024

ROSE & YOUNG, Ltd., offer 1953 M.G., T.D., 2-seater, low mileage, one owner, exceptional condition; £565.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

M.G.

1954 (July) M.G. T.F. 2-str., grey, red leather, 2,000 miles only, £695; 1949 (July) M.G. 1¼ saloon, black, beige leather, heater, one owner, perfect, £495.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9037

XXX 1953 (October) M.G. T.D. 2-seater; bronze with red leather; a really immaculate and most attractive one-owner car; written guarantee; £585; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

1949 M.G. T.C. 2-seater sports, heater, spot lights, Fram filter, demisters, hood, side screens, maintained in sparkling condition by an enthusiast; a bargain at £395.—Read Car Co., Ltd., Brighton Rd., Sutton, Surrey. Tel. Vigilant 8978. [C3048

1948 M.G. T.C., black, original throughout, excellent performance, £365; also 1937 T.A., well above average, £239; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station), Euston 2700 and 8894. [C3059

1940 M.G. 1½-litre saloon, grey, whole car practically rebuilt regardless of expense resulting in a faultless example, account available for inspection, written guarantee; £335.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

HILLWOOD MOTORS.—1950 M.G. 1¼-litre saloon, black with beige leather, a fine little car combining the comfort of a saloon with the handling qualities of this well known marque of sports car, a full four-seater coach-built saloon with sunshine roof, in spotless condition with all new tyres; £565.—Mill Hill 4232; open 9-8, Mon.-Sat. [6972

M.G. Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES Ltd.

WE urgently require M.G.s of all models since 1935.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 5104. [0696/R

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash.—138-142, High St., Tooting, S.W.17. Bal. 3464. [C1095

THE CAR MART, Ltd., London, wish to purchase M.G. cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0966/R

CNK MOTORS require M.G.s, particularly V.A., T.A., TB and TC models.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

URGENTLY required, 1947-53 M.G. 1¼ saloons.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9972

M.G. Spares and Service

TOULMIN MOTORS,

OFFICIAL stockists.

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and I, and N. Magnette exchange service, dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; new vertical drive gears now available; we specialize in racing spares; write or tel.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [0349/R

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7763-4. [0486

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [S3041/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0504/R

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts new and used valves, springs, guides, gaskets, road springs, brake linings and cables; stage I and II, Laystall, Lucas cylinder heads, petrol tanks, fold-flat windscreens, silencers and exhaust systems.—159-161, London Rd., Kingston 5621-2.

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0433/R

MORGAN

WM

SEE Welbeck Motors Ltd., advertisement under Morgan in "New Cars" section of this issue. [C4049

1937 Morgan 4/4 2-seater, in good condition; £220.—A. W. Ursell, Ltd., Ross-on-Wye. Tel. 220. [8912

495 gns.—Morgan Plus 4 December 1952 sports 2-seater, blue, one owner, small mileage, exceptional; cost £880; terms; exchanges.—Rowland Smith, below.

395 gns.—Morgan 4/4 November 1953 drop head coupe, blue, one careful owner, good tyres; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morgan Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd

WE urgently require Morgans of all models since 1935.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017

CLUBMAN AUTOS, Ltd., urgently require all models Morgan for cash.—138-142, High St., Tooting, S.W.17. Bal. 3464. [C1095

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7753. [0514/R

MORRIS MINOR

CAR MART, Ltd.

1954 Morris Minor 2-door saloon; £595.—Car Mart, Ltd., 163, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C1039

B. J. HUNTER, Ltd., offer:—

1951 Morris Minor convertible, one most careful user; £475.

1950 Morris Minor convertible, just fitted reconditioned engine; £425.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

McKINNON MOTORS offer:—

1954 (Aug.) Morris Minor saloon, 2-door, Clarendon grey/red, one owner, taxed Dec., 1,000 miles only; £615.

1953 (Oct.) Morris Minor saloon, 2-door, black/red, one owner, taxed Dec., 4,000 miles only; £565.

BOTH the above cars are in absolute brand new condition, and late owners changed for larger cars.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

PHILIP RICKARDS, Ltd., offer:—

1954 Morris Minor 2-door saloon, black, 5,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3.

PHILIP RICKARDS, Ltd., offer:—

1954 Morris Minor tourer, grey, 3,300 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

C.M.I. CAR SALES (Pri. 6623) offer:—

1953 (November) Morris Minor 4-door saloon, 10,000 miles, very good condition; £550.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

SEE "Sports Cars."—Oscar Moore, Finchley 2920. [8752

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1951 Morris Minor saloon, one owner, low mileage; £495.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1954 Morris Minor 2-door saloon, black, 400 miles only, as new; £575. [C1001.1

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

1953 Morris Minor convertible, finished blue, heater, low mileage, one owner; £550.

1951 (May) Morris Minor tourer, black, heater; £435.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

1953 (September) Morris Minor 4-door de luxe, leather, heater, 5,000 miles only; £585.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

1954 Minor 4-door de luxe, grey leather, Underseal; £600.—142, Brookwood Rd., S.W.18. [9013

1954 (June) Morris Minor 2-door saloon, green and green, 5,000 miles, taxed; £585.

1954 (Sept.) Morris Minor 2-door saloon de luxe, clarendon grey and red leather, works mileage, heater, over-riders, taxed year; £635.

1500 Miles—August '54, Morris Minor 4-door de luxe saloon, green and green, taxed year.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel.: Maidenhead 3431-2. [C3011

1950 Morris Minor tourer, green with fawn interior, taxed year; £375.—Putney 2770. [9080

MORRIS Minor 2-door saloon, works mileage; £600.—Tel. Langley Bucks 510. [8989

1950 Morris Minor saloon, maroon, excellent in every respect; £435.—Valentine 4674. [C2018

1949 good condition, new engine, heater, taxed; £370.—Croydon 5470. [9177

1952 Morris Minor saloon, blue; £515.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9107

£650 1954 Morris Minor four-door saloon, 150 miles.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

465 gns.—Morris Minor late 1952 tourer, Cambridge blue, fawn upholstery, unworn spare; terms; exchanges.—Rowland Smith, below.

375 gns.—Morris Minor 1950 saloon, black, fawn upholstery, one owner; choice of 4 Minors; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

ONE 1952 Morris Minor convertible, green, mileage 22,000; price £450.—Mackay's Garage, Dingwall, Ross-shire. [9000

£545—1953 Morris Minor convertible, black with red upholstery, fitted heater, 8,000 miles only, completely as new.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1952 Morris Minor 4-door saloon, one owner, 9,000 miles only, absolutely indistinguishable from new, 3 months' guarantee; £565.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1952 (September) Morris Minor saloon, birch grey/red, one owner, excellent condition; £495.—Dobsons, Ltd. (Morris Agents), Staines 801. [C1074

1954 (May) Minor 2-door de luxe saloon, heater, loose covers, 2,500 miles; £615.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424.

1954 Morris Minor traveller's car, 7,000 miles only, fitted heater and many other extras; £665.—H. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1954 (Sept. 18) Morris Minor convertible, 500 mls., black/red upholstery, list price, tax, delivery.—Stockdale, "Wyeholme," Llandogo, Chepstow. Tel. St. Briavels 342. [9061

1949 Morris Minor convertible, maroon and beige leather, fitted reconditioned engine, heater, screen washers, taxed; £385/£97 deposit; your local hire purchase specialists with terms to suit you.

McLAREN & COX, Ltd., Used Car Specialists, 928, High Rd., North Finchley, N.12. Hillside 0560.

MORRIS MINOR

TWIN carburettor conversion, h/c head, high ratio rear axle, gives amazing performance with economy, send for details and road test, demonstrations any time.

1953 ohv 2-door saloon; £595.

1953 ohv convertible; £585.

BOTH completely converted.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

1952 Morris Minor 2-door saloon, excellent condition, one owner; £480.—Shelbourne, c/o Fitchett & Woollacott, Popham St., Nottingham. Tel. 41038. [9041

1954 (4/11/53) model Minor 2-door saloon de luxe (6,000 miles), mats, covers, heater, very carefully used and offered by fastidious original owner; £575.—BM/Alon, London, W.C.1. [8880

1954 (September) Morris Minor 4-door saloon, green, 116 miles, licensed and deflectors fitted; £595.—G. A. Warren, Hindon, Salisbury. Hindon 224. [9169

1950 Morris Minor convertible, maroon, 34,000 miles, very fine condition throughout; £435.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066 [C1076

1951 (Aug.) Morris Minor convertible, blue/beige, radio, heater, written guarantee; £460.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252.

PRIDE & CLARKE, Ltd.—1953 Morris Minor saloons, low mileage, choice of several colours and specifications from £529; 1953 convertible, black/red, 17,000 miles, £499; 1951 green/beige, £419; 1950 green/beige, heater, £379; three months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Minor.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ALMOST new Minor required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

RICHARDS & CARR buy Morris Minor.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

THE CAR MART, Ltd., London, wish to purchase Morris Minor Cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

MORRIS EIGHT

1948 Series E 2-door saloon; £345.

1935 Morris 8, 4-door, excellent; £125; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, L'td., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

S.G.A. MOTORS, who deal exclusively in Morris 8s, offer:—

1939 Series E 2-door de luxe saloon, recellulosed, immaculate condition throughout; choice of 3; £265.

1938 2-door de luxe saloon, excellent condition; £190

1938 2-seater tourer, excellent condition; £180.

1937 2-door de luxe saloon, excellent condition throughout; £165.

AND other saloons and tourers in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS, Morris 8 Specialists, 10, 13 and 14, Atherstone Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 3208. [C4063

1948 excellent condition, black, 4-door, taxed; £350.—Cro. 5470 [9178

1939 Morris 8 Series E saloon, excellent condition, recent reconditioned engine; £195.—Fruit Farm, Bramley, Surrey. Tel. 2219. [8837

£55—1934 Morris 8, 2-seater, runs well, economical, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1938 Morris 8 saloon; £115.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9111

£130 Morris 8 saloon, taxed Dec.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

1939 Morris 8 saloon, 4-door; £235.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9109

1947 Morris 8 roadster; £175.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9113

325 gns.—Morris 8 1946 de luxe saloon, sliding head, leather, good tyres, excellent condition; terms; exchanges.—Rowland Smith, below.

145 gns.—Morris 8 1938 saloon, sliding head, leather, radio, good tyres; choice of 6 Morris 8s; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1948 Morris 8 saloon, excellent condition throughout; £375, part exchange or easy H.P. terms. Beardmore 26, Queensway, W.2. Bayswater 0136.

1948 (registered 1950) Series E 4-door saloon, two careful owners, spotless condition; £565.—Richards and Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1947 Morris Eight 4-door saloon, sliding roof, spot light, extremely good condition, taxed; £335.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel.: Maidenhead 3431-2. [C3011

1946 Morris 8 series E 4-door saloon, one owner, exceptional condition, guaranteed; £335.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-2-3-4-5. [C1080

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

1938 Morris 10 saloon, ohv; £198.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9112

1947 Morris 10 saloon, black; £375.—Montroe Motors (N. H. Boswell), Epping New Rd., Essex. Tel. Buckhurst 1171. [9110

MORRIS TEN

1937 Morris 10 saloon, in really good mechanical condition; snip at £145.—B. & N. Garages, Ltd., 42a, St. Michael's St., Paddington, W.2. Pad. 6877. [8923

Morris Ten Cars Wanted

PRIVATELY owned Morris 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TWELVE

£59!!! Morris 12, 1936 series II saloon de luxe good sound runner, any trial will convince.—Lambs of Wood Green, 421-423, High Rd., Finchley, N.12. Tel. Finchley 6221. [C2052

MORRIS EIGHTEEN

£125—1937 Morris 18 de luxe saloon, excellent running order and bodywork good, average yearly mileage under 4,500; most carefully maintained; no repairs of any kind needed; any trial.—Harrison, Danesmount, Dorking. Tel. 2174. [9010

MORRIS COWLEY

1954 Morris Cowley saloon, works mileage, green.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965.

1954 Morris Cowley saloon, grey, works mileage, new model; £765.—Hale Motors, Ltd., Tot. 7771-4. [C2077

MORRIS OXFORD

CAR MART, Ltd.

1952 Morris Oxford saloon; £595.—Car Mart, Ltd., 392, Streatham High Rd., S.W.16. Streatham 0054. [C1039

SAUL & SLATTER, Ltd., offer:—

1952 Morris Oxford, moderate mileage, grey with red leather, H.M.V. radio; £595.

44-46 Aldermans Hill, London, N.13. Tel. Palmers Green 3631-2-3. [C4002

PHILIP RICKARDS, Ltd., offer:—

1953 (June) Morris Oxford, birch grey, 9,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

BRADSTOCK MOTORS, Ltd. offer

1954 model Morris Oxford traveller's car, 9,000 miles only, heater, loose covers, leather, one owner, immaculate; unrepeatable at £745.—Chase Rd., Epsom. Tel. 5696-7. [C1090

1953 (October) Morris Oxford saloon, 12,000 miles, immaculate condition, one owner; £665.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058

1951 de luxe model, excellent condition, one owner, heater, taxed; £495.—Croydon 5470. [9176

1954 Oxford, delivery mileage only, green; £810.—Westonia Garage, Northampton. Tel. 32376.

1952 Series I Oxford sal., green/green upholstery, heater, fog lamp, 17,000 miles; £575.—May, 5242. [C3030

1954 (September) Oxford, works mileage, green with green leather; £815; part exchange welcome.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

1951 (September) Morris Oxford, colour blue, one owner, very good condition throughout; £510.—Haskins, Ladbroke 1155. [C3027

1954 Morris Oxford saloon, d/luxe model, black, heater, new model; £815.—Hale Motors, Ltd., Tot. 7771-4. [C2077

1953 (May) Oxford black saloon, red leather, de luxe model, immaculate condition, heater; £625.—Harris, Ruislip 4181. [9164

1953 Morris Oxford, 4,400 miles only, heater, red leather, black; £675; written guarantee, h.p.; exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

1952 Morris Oxford black, one careful owner, low mileage, covers, etc., taxed, splendid condition, £539.—Primrose 3306. [9157

1954 (April) Morris Oxford, clarendon grey and red, one owner, 9,000 miles, heater, immaculate condition, taxed; £665.

1953 (July) Morris Oxford, 11,000 miles, one owner, grey and red leather, heater, undersealed, spare unused, taxed year, immaculate condition; £655.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel.: Maidenhead 3431-2. [C3011

1949 Morris Oxford saloon, beige; £475.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9108

1949 Morris Oxford saloon, reconditioned engine; £365; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge 3122 (opposite side entrance G.P.O.).

1952 Morris Oxford, one owner, heater, immaculate condition; £585.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185.

1953 Series Morris Oxford saloon, colour green, genuine mileage, 9,800, fitted heater, condition as new; £620.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1073

1951 Morris Oxford saloon, beautifully maintained by one owner; £535.—B. & H. Motors, 1,464/8, High Rd., Whetstone (Finchley), N.20. Hillside 6671. [C1020

1953-4 Morris Oxford saloon, grey, red upholstery, genuine mileage only 10,300, virtually as new, £650, an outstanding car.—Ebdons Automobiles, Ltd., Cheltenham. Tel. 55391. [8991

1953 Morris Oxford, finished black with heater, 10,000 miles only, a beautifully kept car; £645; part exchange enquiries welcomed.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4438.

TANKARD & SMITH, Ltd., offer 1953 Morris Oxford saloon, finished in clarendon grey with red leather upholstery, heater, one owner, nominal mileage, immaculate condition; £625; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4026

PRIDE & CLARKE, Ltd.—1953 Morris Oxford saloons, clarendon grey/red, blue/red, black/red, all low mileage, choice 3 from £599; 1952 grey/brown, £539; 1951 green/green, blue/green, heater, choice 2 from £499; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Oxford Cars Wanted

ALMOST new Oxford required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

25 Morris Oxfords wanted. Why accept less for your Oxford when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2006

THE CAR MART, Ltd., London, wish to purchase Morris Oxford cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0717/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1950 1/2/3 Hirecar Limousine required, cash waiting. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

MORRIS SIX

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1951 series Morris Six, pastel blue, first-class condition; £465.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1953 Morris Six saloon, finished black, red leather, radio, heater, low mileage, one owner, as new; £625. [C1001

HILLWOOD MOTORS.—1950 Morris Six saloon, black with red leather upholstery, one owner, almost new tyres, an impressive car with graceful lines giving ample power from its six-cylinder engine; the coachwork is spotless, selling at little more than half its original list price at; £475.—Mill Hill 4232; open 9-8, Mon.-Sat. [8973

Morris Six Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., for your Morris.—Tel. Sta. 8000 Seven Sisters Rd., Tottenham, N.15. [0098/R

Morris Spares and Service

KINGSTON-ON-THAMES. Morris agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kin. 2241-2. [S4053/R

MORRIS genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0342/R

MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0917/R

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High Rd., S.W.17. [0521

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our specialty; exchange engine units; spares and accessories.—Wel 1101 [0365/R

OLDSMOBILE

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. [0217/R

1949 Oldsmobile convertible, Rocket 98, all electric, radio and heater, red.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 23266/24944 [0526/R

Opel Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0513/R

PRIDE & CLARKE, Ltd., Opel Spares stockists; quotations by return.—158, Stockwell Rd., S.W.9. Brixton 6251. [0067/R

REPAIRS at reasonable prices! Guaranteed engines, gear boxes, suspensions, shock absorbers (telescopics, etc.), crown wheel and pinion, £9/5; set loose covers, £5/15; mudguards, spares by return post; quotations without obligation! Opels bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [0240

PACKARD

1948 Packard 4-door saloon, one owner, radio and heater; £750.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

£175.—Super 8 Packard enclosed driver 7-seater limousine.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1939 Packard 33hp fixed head coupe, low mileage, well kept in original condition throughout, taxed; £295; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town station). Euston 2700 and 8894. [C3059

PACKARD

PACKARD sole concessionaires offer:—

1939 Packard Super 8 saloon in dark blue equipped with heater and demister, 3 fog lamps, windscreen washers, special Marchal horns, flashing and semaphore direction indicators; £315.

1939 Packard 6-cylinder saloon in black and equipped with overdrive, seat covers and fog lamp; paint, upholstery and chrome in smart condition with the exception of corrosion around the edges of the wings, mechanically in good shape with a total mileage of only 48,000, a really serviceable car at the exceptionally low price of £215.

LEONARD WILLIAMS & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing 3400. [8577

1937 34hp Limousine, partition, widest occasionals, excellent condition, black; reasonable cost. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Packards.—91-95, Fulham Rd., S.W.3. Kensington 4858.

7-PASSENGER modern partitioned Limousines, also good condition Super-8 1937/38, cash waiting. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [S4028

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PEUGEOT

1950 Peugeot 203 s/r saloon, cream with brown leather and nylon upholstery, most attractive car, 27,000 miles, superb mechanical condition, overdrive, 35 m.p.g., carefully maintained throughout, taxed; £445.—Vandyke 4938 (London) 10 a.m.-6 p.m.

PLYMOUTH

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

PONTIAC

H. W. MOTORS Ltd., offer:—

1951 Pontiac Hydromatic-gear hard-top coupe, fitted radio and heater; £1,095.—H. W. Motors Ltd., Walton-on-Thames 2404-5-6. [C2042

PONTIAC saloon (1950) 2-door; grey; excellent condition; one owner; £595.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404).

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

PONTIAC 1941, heater, brand new tyres, column change; £195; part exchanges, cars or motor cycles; hire purchase terms.—Slocombes, Ltd., Willesden 4869.

PONTIAC Catalina super de luxe coupe, 1953 model, first registered November 1953, l.h.d. equipped with dual drive, hydramatic transmission, power steering, radio, heater and defroster, air conditioner, upholstered in hand-buffed hide, in perfect condition, very low mileage, fully guaranteed.—Kaye Don, Marton, Chobham. [8890

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

A.F.N., Ltd.

SOLE concessionaires for Great Britain, official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. [0821/R

PERFORMANCE CARS RACING SECTION, offer:—1953 Cooper-Lea Francis 1,496cc Aerodynamic 2-str., £695; Cooper Mark 4 500 J.A.P., £295; Emerson, less engine, with trailer, ex-Daniells, £225; Atalanta, 1949, 3½-litre 2-seater, £295.—See also under "Sports Cars."—Great West Rd., Brentford, Middx. Faling 8841.

RAILTON

1938 Railton 17hp saloon; £165.—Sta. 7525. [9147

A-ONE MOTORS (LONDON), Ltd.—All Straight-8 models, also spares and reconditioned engines.—Tate Gallery 0192 and Vandyke 5181. [0333/R

RAILTON Straight 8 sports saloon, 1935, in first-class condition; £125 or exchange.—Knight, Beach Garage, Norfolk Place, Littlehampton. [8949

Railton Cars Wanted

REQUIRED, really good Railton.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118.

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

H. BEART & Co., Ltd., offer:—

1952 Renault 750cc de luxe saloon, blue with blue leather, low mileage, very well maintained throughout; full details on request; £475.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

1954 (Sept) 750, blue/red, mileage 165; £575.—Nixons Garage, Hassell St., Newcastle, Staffs. 69154. [8945

RENAULT

£195.—1939 Renault 12hp drop head twosome coupe, very smart; £65 down.—Below.

£325.—1949 Renault 8 4-door saloon, smart, 40 mpg; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1953 Renault 750 4-door saloon, immaculate condition; £495.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [9188

A.Z. MOTORS offer 1952 Renault 750cc de luxe saloon, splendid condition; incredible value, £395!!—100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

WELHAM'S RENAULT SALES & SERVICE. Surbiton Hill Rd., Surbiton, Elmbridge 1873, Established 1909, offer:—

1954 Fregate 2-litre saloon de luxe, black/grey, special demonstrator, taxed, 5,000 miles; £995.

1954 750 saloon, sun roof, demonstrator, taxed, 8,000 miles, grey/red; £575.

1953 model 750 saloon de luxe, black leather upholstery, heater, screen washer, luggage rack, many extras; £455. [C4070

MAYFAIR GARAGES, Ltd., Renault (March 1953) 750 4-door de luxe saloon, bronze, one owner, small mileage, almost indistinguishable from new; £515.—Balderton St., (opposite Selfridges clock), Mayfair, W.1. Mayfair 3104/5. [C3009

Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

PC

PERFORMANCE CARS ANNEXE NUMBER 2.—Good selection of guaranteed Rileys; we select from 150 cars:—

RILEY 2½-litre sports saloon, 1948, £485; Riley 1½-litre sports saloon, 1946, £425.

RILEY 1½-litre touring saloon, 1937, £225; Riley 16/4 Blue Streak Kestrel saloon, 1938, £225.

RILEY 1½-litre Merlin saloon, 1936, £195; Riley 1½-litre Falcon saloon, 1935, £145.

RILEY 9 Monaco saloon, 1935, £135; Riley 1½-litre Falcon saloon, 1935, £95.

RILEY 9 Imp 2-seater, 1935, £265; Riley 1½-litre Sprite 2-seater, 1936, £295.

IMMEDIATE hire purchase, insurance and part exchanges. See also under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middx. Ealing 8841. [C3041

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire-Purchase specialists.

1949 Riley 1½-litre sports saloon, beautifully maintained by its previous owner, coachwork and interior in excellent condition; heater fitted, taxed December, 539gns or £142/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

GORDON & GLYNN,

ENGLAND'S largest dealers specialising in Rileys, offer the following selection from stock:—

£425.—Registered 1954, magnificent 9hp sports 2-seater, no words can describe the beauty of this vehicle, must be seen.

£325.—1938 Kestrel 1½ manual gear box and overdrive, black with pig skin interior, a specimen car.

£275.—1937 1½-litre Kestrel Sprite, S.S. 27K series, a delightful example of this classic model, motors superbly, fitted brand new tyres and many extras, taxed.

£245.—1937 14hp Adelphi, excellent appearance, recellulosed in Riley grey, mechanically spot on, and a really smooth, powerful motor, good tyres, twin spots, etc.

£175.—1934 9hp Lynx open 4-seater sports, manual box, excellent condition throughout, good interior leather, new battery, etc.

£45.—1932 Monaco, jolly good runner, taxed.

THE above cars can be purchased with the utmost confidence, each one is thoroughly workshop-checked; open every week-day from 9.30 a.m. to 6 p.m. (Saturdays included).

GORDON & GLYNN, 189/195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Square Tube). Sloane 8326/4426. [C2075

RILEY CARS offer:—

1954 1½-litre available from stock, choice of colours.

55—56, Pall Mall, London, S.W.1. Trafalgar 7311. [9145

L. F. WARD, Ltd., offer:—

1953 2½-litre Riley saloon, 8,000 miles only, loose covers, black, exceptionally clean car.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4043

MAIDSTONE ENGINEERING Co

1948-9 Riley 2½-litre Sportsmans saloon, finished in unblemished black with green leather interior throughout and carpets to match, all in really excellent condition; whole car is very good and new battery recently fitted; the performance of this car is exceptionally good and she will average 25mpg at normal cruising speed, uses virtually no oil, a most attractive example and far above average; a genuine bargain at £490; choice of 4 Rileys; terms, exchanges.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

1951 Riley 2½-litre saloon, 24,000 miles, one careful owner, bronze with red leather; £735.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

MAYFAIR COUNTRY CARS offer:—

1951 (April) 2½ saloon, black, brown leather, superb condition; £695.

1947 (October) 1½ saloon, black, brown leather, low mileage; £495.

1938 16/4 saloon, excellent condition, overdrive; £275.

EASIEST of terms; exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Riley 1½-litre, black/beige, heater; £1,205/5/10.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

CLARKE & SIMPSON, Ltd., Riley sales and service, offer:—

1954 (April) Pathfinder, black, beige, 4,000 miles; offered at maker's list price.

1954 (July) Pathfinder, grey, red leather, 4,000 miles; at list price of £1,398.

1952 (July) 2½-litre saloon, black, red leather, radio and heater, one owner, mileage 23,000, many extras; £875.

1952 (Feb.) 2½-litre saloon, grey, red leather, one owner, mileage 20,000; £845.

1951 (March) 1½-litre saloon, green, beige leather, heater, screen washers; £695.

1949 (Jan.) 1½-litre saloon, black, brown leather and cloth, 48,000 miles; £595.

AUTHORIZED to issue B.M.C. warranty to cars which qualify.

49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. [C1048

GORDON CARS (LONDON), Ltd.—1953 Riley 2½-litre saloon, black, excellent order; £1,025.

1951 Riley 2½-litre, green, one owner only, exceptional order throughout; £785.

GORDON House, 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

1951 2½-litre Riley saloon, finished black, fawn leather, heater, screen washers, immaculate condition throughout; £735. [C1001

1948 Riley 1½, l.h.d., sound condition; £425 o.n.o. —Tel. Dartford 3869 evenings. [8838/A

1954 Riley 1½ saloon, 500 miles only, only used for demonstration; £1,075.

S. & G. SMITH MOTORS, 285, Rye Lane, S.E.15. New Cross 0460. [8850

700 miles, 1954 (September) Riley 1½-litre saloon. —Weybridge 600. [C4023

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

1948 2½-litre Riley saloon, black, fitted with radio, a superb performer; terms and exchanges; £425.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0293. [9198

£595.—1948 Riley 2½ saloon, excellent condition. —Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1947 (October) 1½-litre saloon, finished in black with brown hide, fitted loose covers and many extras; £475.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

1951 Riley 2½-litre, 36,000, owner driven, all new tyres, radio, heater, bronze; £750.—Robinson, Inchkeith, Christine Avenue, Wellington, Salop. [8965

1950 (May) Riley 2½ saloon, maroon, heater, one owner, exceptional, 20,000; £725.—Tickford, Ltd., Temple Bar 3338. [C4029

PARKER THOMAS & Co., Castle Rd., Southsea, offer (Aug.) 1954 Riley Pathfinder, finished black with grey upholstery, 2,700 miles only, immaculate. FOR further particulars telephone PORTSMOUTH 74042. [8859

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, Kingston Rd., Kingston. Kingston 3348. [0079/R

1950 Riley 2½-litre drop head coupe, black/red, replacement engine fitted March, 1954; £650. —Oldham Motor Co., Ltd., Oldham. Main 3401. [9190

1948 Riley 2½-litre saloon, black/brown leather, taxed; £450.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mal. 6109. [C4053

CASS'S MOTOR MART.—1951 (May) Riley 2½ saloon, maroon, genuine 18,000 miles; £765; written guarantee.—5, Warren St., W.1. Euston 4110.

1948 Riley 1½ saloon, H.M.V., loose covers, etc., fine appearance, splendid mechanical condition; £545; written guarantee; H.P.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime.

FASTIDIOUS Riley enthusiast offers 1937/1½ Sprite Adelphi saloon, serviced by Riley experts, in outstandingly clean and mechanical condition; £275.—18, Bedford Avenue, Bexhill. Tel. 3579. [9019

1948 Riley 2½-litre saloon, black, fitted heater, really excellent condition, both mechanically and appearance; £515.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008.

1951 2½-litre Riley saloon, black/red, heater, engine just completely overhauled; £750, part exchange, hire purchase.—Halls (Finchley), Ltd., Odeon Parade, Nth. Finchley, N.12. Tel. Hillside 1044.

ROSE & YOUNG, Ltd., offer 1950 Riley 2½-litre saloon, low mileage, fitted H.M.V. radio, heater, exceptional condition, bronze; £595.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

AN enlarged Riley sales and service depot at the leading Riley distributors for the area; new and used cars on show; demonstrations by appointment.—Tel. or write Coventry Motor Mart, Ltd., Coventry 2146-7. [0446/R

1939 Riley 1½-litre drop head coupe, manual gear box, one previous owner, new Tickford hood (£55), radiator, gear box, water pump, cylinder head, hydraulic jack, rebore (chrome rings), brakes relined, view London; £325.—Box 8161. [9077

1953 (Jan.) Riley 1½-litre saloon, red with red leather, heater, one owner, guaranteed 12,000 mls., as new; £925.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9038

£150—9hp Kestrel sports saloon, grey/red leather, low modern streamlined coachwork, 39 mpg at 50 mph, oil negligible, wonderful handling qualities; terms could be arranged.—Clayhill Farm, Hollingdon, Soulbury, nr. Leighton Buzzard. Tel. Soulbury 20.

RILEY

1950 Riley 2½-litre drop head foursome coupe, ivory, red leather, excellent condition throughout, one owner, taxed; £675, three months' written guarantee; terms and exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leic. Hinckley 558. [9171

1950 (June), 18,782 guaranteed mileage, 2½ saloon, green with green leather, heater, windscreen washers, one fastidious owner who has never extended the car, maintained by main Riley agent, the coachwork is quite unmarked inside and outside, precisely as new, probably the lowest mileage and most impeccable 1950 Riley in the country, taxed for the year; £695.—Speedster's, Ltd., Cross Oak Lane, Salfords, Nr. Redhill, Surrey. Horley 628, until 10 p.m. [C4020

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

RILEY cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

YORKSHIRE.—The Riley Buyers, Barkers of Oakwood, Leeds, 8. Tel. 65—8236/7. [0094/R

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3008

RILEY buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2

C.N.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712.

THE CAR MART, Ltd., London, wish to purchase Riley cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0969/R

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

URGENTLY required 1946-53 Riley 1½-litre saloons. —Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9973

RILEY 1½-litre and 2½-litre saloons, 1950-1953, urgently wanted; must be low mileage; distance no object.—Green and Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

Riley Spares and Service

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961).

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238/R

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R

RILEY distributors for 28 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [6622

ROLLS-ROYCE

JB JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.) [C1082

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce and Bentley retailers, offer from their selection of used Rolls-Royce cars:—

SILVER Wraith 1950 H. J. Mulliner touring limousine, 35,000 miles, dark blue with blue hide; £3,950.

SILVER Wraith 1948 James Young 2-door saloon, black with grey hide, 24,800 miles; £2,950.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

RIPPON

RIPPON

RIPPON BROS., Ltd.

THE Northern Bentley and Rolls-Royce specialists always have a good selection of used Bentley and Rolls-Royce cars in stock.

WRITE, call or telephone.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines); also at LEEDS, Bradford, Sheffield. [0905/R

H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 Silver Dawn standard sports saloon, Tudor grey with red hide; £4,500.

1952 Silver Wraith six-light sports saloon by Park Ward, green with green hide; £4,300.

1950 Silver Wraith sports saloon with division, by Freestone & Webb, black with beige hide throughout; £4,250.

1949 Silver Wraith sports saloon by H. J. Mulliner, black with beige hide, sunshine roof; £3,500.

1937 Phantom III limousine by Hooper, grey with fawn West of England cloth, 47,000 miles only; £1,250.

1937 Phantom III sedanca de ville by H. J. Mulliner, black with hide and cloth upholstery, electric division; £1,250.

1935 20/25 sports saloon by Freestone & Webb, 2-tone grey with grey hide; £895.

WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

1935 20/25 Hooper sports saloon, black, grey leather, modern lines, immaculate, seen near London; £900.—Box 8085. [8882

ROLLS-ROYCE

PB, Ltd., offer:—

1938 25/30 Rolls-Royce fitted with Hooper 4-door 4-light saloon with sedanca front and boot, chassis and body in excellent condition.

1935 20/25 Rolls-Royce, with owner-driver saloon by H. J. Mulliner, chassis and body in beautiful condition.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3035

VINTAGE AUTOS.

THE pre-war Rolls-Royce specialists.

ALWAYS a good selection of all types at very competitive prices.

66, London Rd., Tooting. Tel. Mitcham 3951. [C4079

COACHCRAFT offer:—

£495 o.n.o.—20/25 G.M.D. Series, August 1934 Salmons 4-door owner-driver sports saloon, with rear boot, no division, one elderly owner from new, low mileage, perfectly maintained and in first-class mechanical order, instruction manuals and all original tools, new tyres all round, extremely attractive lines, lavishly appointed and practically unmarked inside and out, will gladden the heart of discriminating purchaser searching for that rarity—a 20/25 in authentic Rolls condition; 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

MANN EGERTON & Co., Ltd.

1947 Rolls-Royce Silver Wraith touring limousine by Hooper, black with fawn leather upholstery; £2,550.

MANN EGERTON & Co., Ltd.,

14, Berkeley St., W.1. Hyde Park 2073 [C2006

SWANMORE GARAGE offer:—

1939 Rolls-Royce Wraith, excellent history, magnificent semi-razor body; £1,475.

1937 Rolls-Royce Ph. III saloon, immaculate throughout, attractive H. J. Mulliner body, large boot, £400 overhaul; £1,085.

1933 Rolls-Royce Ph. II by Park Ward, grey/green leather, very attractive; £595.

EXCHANGES a pleasure. Telephone Southbourne 43344.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Boscombe East. [C4024

MASCOT MOTORS, Ltd., offer.—

1938 30hp Arthur Mulliner sports saloon with division; £1,075.

1937 30hp Crosbie & Dunn 6-light, owner driven saloon; £850.

1936 30hp Barker owner driven saloon with division; £800.

1935 25hp Gurney Nutting fixed head foursome coupe; £750.

1934 25hp Park Ward sports saloon; £650.

1933 25hp Thrupp and Maberly sports saloon; £550.

1931 25hp with post-war sports foursome coupe; £450.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2 [C3007

CHIPSTEAD MOTORS, Ltd., offer:—

22hp Replica streamlined d/h coupe, Ace discs, bumpers, heater, pass lamps, etc., etc.

25hp 1933 saloon by Park Ward, black, new tyres, fitted heater, sunshine roof, recent extensive overhaul; £445.

25hp late 1936 most attractive low Continental fixed head foursome coupe and reconditioned engine, black/red leather, large boot, discs, bumpers, etc., specimen, radio and heater, etc.; £750.

25hp 1934 Owen Gurney Nutting Continental sedanca coupe, black with new grey hood and mats, new tyres, radio, etc., rare model; £575.

25hp 1935 A. J. Mulliner sports saloon, with boot, recent works overhaul, black with beige leather, radio, heater, discs, pass lamps, new tyres, etc., immaculate condition throughout; £695; ready shortly.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1949 (July delivery) Silver Wraith drop head foursome coupe by Messrs. Gurney Nutting, grey with maroon hide, 22,000 miles only, one owner, maker's history; this unusual and beautiful car is in impeccable condition; £3,150.

1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1934 Rolls-Royce 20/25 Thrupp & Maberly saloon, in perfect condition; £650.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C2051

P.II saloon, good running order; £145.—Ravensbourne (Kent) 2322. [C2073

HEARSES!! Bearer and Deck delivery from stock also other makes from £1150.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Tel. Richmond 1161. [7955

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1954 Rolls-Royce Silver Dawn (automatic gear box) fitted special 4-door sal. by James Young, incorporating electric div.; this very beautiful and unique car has covered 2,900 miles only and is finished in attractive shade of blue with grey hide.

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Works & Stores—Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

£595.—Rolls-Royce Phantom II 7-passenger limousine.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1932 Rolls-Royce 20/25 Park Ward owner-driver saloon, numerous extras, outstanding condition; £385; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

ROLLS-ROYCE Phantom II, Windover 7-str. body, face-forwards, excellent running order; £200, bargain.—Apply Duchy Garage, 176, Kennington Lane, S.E.11. Reliance 1926. [8943

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

1939 Rolls-Royce Wraith semi-razor edged sports saloon with division, small mileage, Rolls history, overhauled, immaculate; London.—Box 7871.

1937 Rolls Phantom 3 sports saloon; £795.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel Buckhurst 1171. [9114

1935 20/25 Rolls-Royce Brougham de ville; this vehicle has exceptionally good Rolls history and in genuine condition throughout, below.

1935 Rolls-Royce 20/25, owner-driver saloon with drop division, body by James Young, most attractive; £745, below.

1929 Phantom I limousine, leather throughout, good condition; £225.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1937 Rolls 30 sedanca de ville; £850.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9115

ROLLS-ROYCE saloons and limousines, all models, at bargain prices.—Claude Burgoyne & Co., St. Peter's Garage, St Peter's Rd., W.6 Riverside 7644.

20/25 Rolls-Royce 1935, black limousine, 7-seater, fitted radio, only done 10,000 miles in last 3 years, in beautiful condition.—Offers to A. Sykes, 16, Westborough Drive, Halifax. [8947

1937 PIII Barker owner-driver saloon, with division, black, recellulosed, R.-R. overhaul recent, one owner only; £1,000.—Hills Garage, Kensington 4020.

1935 Rolls-Royce Phantom II all-metal coachbuilt estate car, face forward occasional seats, 7-seater.—Derngate Motor Co., Ltd., Bedford Place, Northampton 2969. [8958

ROLLS touring limousine by Hooper, electrically operated partition, finished in black with brown leather, 42,000 miles, full Rolls history and report available for inspection.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Gro. 4141. [8259

PHANTOM III Rolls-Royce, close-coupled sportsman's saloon for sale, body and engine in first-class condition; £1,000 or near offer.—View by appointment with N. R. Barrett at St. Thomas's Hospital. [8915

1938 Rolls-Royce Phantom III close-coupled semi razor-edged owner-driver saloon, magnificent condition, an unrepeatable low-mileage car.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Tel. Gro. 6881-5. [C4036

G & M ALFREDS (1936), Ltd., 1937 Rolls-Royce 25/30, owner driver, swept back, Barker saloon, £600 recently spent, engine reconditioned by Messrs. Rolls, outstanding condition throughout; £765 only.—6-7, Warren St., W.1. Euston 3268. [C1005

OWNER-DRIVER 1936/30hp Series GUL., winding partitioned Hooper Saloon, extending boot, black, excellent condition, reasonable mileage, comprehensive guarantee certificate, £695.—ALPE & SAUNDERS LTD., Providence Court, North Audley Street, Mayfair-2941.

1935 (June) Rolls-Royce 20/25 owner driver sports saloon, by H. J. Mulliner, with long projecting boot, receipts for over £600 for work carried out by Rolls-Royce, coachwork black and grey, immaculate; £850.—Noel Roscoe, High Rd., Byfleet. Tel. 2270.

ROLLS-ROYCE 25hp Mulliner saloon, 1930, chauffeur maintained, immaculate condition, black with brown hide upholstery, unmarked, £295; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube Camden Town Station). Euston 2700 and 8894. [C3059

695 gns.—Rolls-Royce, late 1935 20/25hp Barker 4-door owner-driver saloon, black, sliding head, fawn leather, heater, Ace discs, very carefully used; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£345.—1934 (Oct. '33) Rolls-Royce 20/25hp limousine, 7-8-passenger, f./f. seats, fitted two enclosed spare wheels, taxed year, disc wheels, colour black, beautiful car, cash or H.P.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheetham Hill. [9141

THE SOUTHERN MOTOR Co. specialize in all owner-driver Rolls-Royce models and have a range of Replicas (modern coachwork) at prices from £400/600.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); Office, Gillian Cottage, Lowfield Heath, Nr. Crawley, Sussex. Tel. Crawley 437. [0354

1949 Rolls-Royce Silver Wraith saloon, owner-driver, coachwork by Park Ward, one owner and 9,000 genuine miles only from new, radio and all de-luxe accessories, finished in silver grey with grey hide upholstery, positively as new; £3,250.—Loxhams Garages, Ltd., Fishergate Showrooms, Preston. Tel. 4242. [C2064

A & S Limousines 1936/37 partitioned swept tail 30hp Limousines, Hooper, Thrupp, Rippon, forward occasionals, excellent condition carriages, certified mechanically, black, reasonable prices.

LIMOUSINE 1938/30hp partitioned Rippon, widest occasionals, exceptional order, black, £1,075, immaculate.

WRAITH 1939 partitioned Park Ward limousine, widest occasionals, desirable condition, black, reasonable cost.

1947 Silver Wraith Hooper Deluxe Touring Limousine, electric partition, additional occasionals, extending boot, leather throughout, reasonable mileage, £2,245.

ALPE AND SAUNDERS LIMITED (Seven Passenger Rolls-Royce Specialists), Providence Court, North Audley Street. Mayfair-2941. [C1006

Rolls-Royce Cars Wanted

C M

THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0970/R

JACK OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. [C3030

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 65, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0345/R

Rolls-Royce Cars Wanted

REQUIRED, really good owner-driver Rolls-Royce.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

1937 or '38 Rolls-Royce 25/30 sports saloon.—Full details, please, to Mann Egerton & Co., Ltd., 14, Berkeley St., London, W.1. [W2006

XXX H. F. Edwards offer immediate cash for good Rolls-Royces.—28-30, Upper High St., Epsom, Surrey. Epsom 9400. [W2001

1937 25/30 owner-driver saloon or sedanca in outstanding condition.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [W1012

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237 Kensal Rd., W.10. Ladbroke 1231-2. [W3007

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [0350/R

A & S urgently require late pre-war 20/25/30hp Limousines, 1934/36/38/39, also Saloons with boot, cash waiting. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941.

Rolls-Royce Spares and Service

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St. Mayfair 5242. [C3030

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Rolls-Royce cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223. [S1062/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

ROVER 10

ROVER 10 (Nov.) 1946 saloon, black, brown leather, one owner driver, excellent condition; £490.—Box 8018. [8791

£498 Rover 10, reg. Jan. 1948, very nice condition throughout, leather interior, sldg. roof; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds. Holland Park Tube). Exchanges, h.p. [C1017

1939 Rover 10 saloon, similar to 1947, better than most, £365; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894.

£495!!!—Rover 10 4-door saloon, 1947, most desirable little car in the hands of same local family since new and serviced throughout by Rover agents, full mechanical overhaul carried out earlier this year together with new tyres and battery fitted at same time, ready to give a lasting period of service, recommended and guaranteed.

CAMDEN MOTORS, Leighton Buzzard 2041. Open till 8 p.m. Write for catalogue. [C1036

Rover 10 Cars Wanted

WANTED, 1939 Rover, 10 or 12, send details, price.—Hebden, 6, Church Green, Great Wymondley, Hitchin, Herts. [8874

ROVER 12

1947 Rover 12 saloon, black, fully reconditioned; £495.—Hale Motors, Ltd. Tot. 7771-4.

£165.—Rover 12 saloon, July, 1936, just rebored, exceptional.—Traynor Motors, 135, High St. South, East Ham. Grangewood 2530. [C4032

£385!!! Rover 12 de luxe saloon, one of those rare vehicles beautifully maintained, although just pre-war virtually looks and runs like 1947 model, it's beautiful, you must see it; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

ROVER 16

1947 Rover 16 saloon, black, radio, heater; £550.—Odeon Motors, Ltd. Barnet 1144. [C3028

£495!!!—1947 Rover 16 sports saloon, bodywork like new, speedometer reads 19,000, but vehicle looks and runs like a 5,000-miler; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1946 (September) Rover 16 saloon, black, brown leather, sunroof, very carefully looked after, fully equipped, will satisfy the most exacting inspection; £485; written guarantee; H.P.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime.

ROVER (60, 75 and 90)

COACHCRAFT offer:—

£675.—1950/1 (October reg.) P4 75 saloon, heater and H.M.V. radio, particularly well-kept car, full maintenance records available; 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

BOON & PORTER, Ltd.

1950 Rover 75 saloon, black, one owner, chauffeur driven, radio, heater, excellent throughout; £695.—Castelnau, S.W.13 (By Hammersmith Bridge). Riverside 4444. [C1022

COX'S OF LEICESTER offer—

1954 Rover 90, 7,000 miles, black and red leather, faultless condition; £1,275.

1953 Rover 75, 13,000 miles, sage green with matching leather, one owner, as new; £1,095.

COX'S MOTORS (Leicester), Ltd., 11/15, Conduit St., Leicester. Tel. 60319/20023. [C1059

ROVER (60, 75 and 90)

MAIDSTONE ENGINEERING Co.

1948-9 Rover, October registration, 75 saloon, 6-light, this is a remarkable example, colour is black and is literally unblemished, the interior is upholstered in grey leather with carpets to match, all of which are equal to new; this car has been maintained in really excellent condition and is superior to many 1954 cars, mechanically the car is absolutely silent, one has to glance at the oil gauge to be sure that its engine is running, whole car equal to new, fitted heater, etc., twin chrome windtone horns, chrome centre pass lamp; open to any trial or examination, a most immaculate specimen for the gentleman who prefers something out of the ordinary; terms, exchanges; £595.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

PHILIP RICKARDS, Ltd., offer:—

1954 Rover 90, green, radio/covers, 7,300 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

1954 Rover 60 saloon, genuine low mileage, spare unused, guaranteed; £1,060.

RIPCO, Ltd. (Rovers purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4.

1954 Rover 90 saloon, fitted radio and several extras.—Dunham & Haines, Luton 2100-1.

1954 Rover 90 saloon, 2,000 miles only; £1,265.—Below.

1951 model Rover 75 saloon, 18,000 miles only, one owner; £795.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588.

£595.—1948 Rover 75 saloon.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1949 Rover 75 P3, one careful owner, superb order; £645.

SMITH & HUNTER, 376, Kensington High St., W.14. Western 2312. [C4019

£1290 or near offer.—1954 (September) 90 saloon, 100 miles only, black, under guarantee.—Box 8173. [C1053

1948 Rover 75, one owner, very good example, £550.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1954 (August) Rover 60 saloon, works mileage only.—Sydney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

1954—Rover 60, black and tan, 2,000 miles; £1,125.—Harris, Mayes & Co., Ace of Herts Garage, Watford 4026. [9168

1954 Rover 90, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

1952 Rover 75 saloon, pastel blue, blue interior, equipped with heater, standard specification; £950.

PARKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4507. [6961

1954 Rover 90, grey with red leather, works mileage, list price plus delivery charge, etc.—Hoffman of Bradford. Tel. 23791. [9191

1948 Rover 75 sports saloon, H.M.V. radio; £595; written guarantee; H.P.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime.

1951 Rover 75 P4 saloon, black with grey leather, H.M.V radio, heater, low mileage, one owner, superb condition; £875.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

1951 Rover P.4 sal., cream/red leather, special three-carburettor engine modification costing £150, radio, 22,800 miles, one owner; £875.—May, 5242.

ROVER 75 (late 1950), low mileage, one owner, immaculate condition; 740gns. would take light estate car, preferably A40, 1952-3, in part exchange.—Trench, Mawnan, Falmouth [9021

1951 Rover 75, first-class condition, 33,000 miles from new, black with red leather, H.M.V. radio, heater, etc., good tyres; £795 cash.—Thos. Street & Co., Ironmongers, 12, Castle St., Christchurch, Hants. Tel. Christchurch 6. [6968

£645!!!—1948-9 Rover 60 de luxe saloon, spotless, rare condition vehicle, just had routine reconditioning costing nearly £100; whole vehicle looks and runs like new; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£945.—1953 (April) Rover 75 saloon, Comet blue, fitted H.M.V. radio, heater, taxed year, spare unused, mileage 21,000, one owner, beautiful car and unmarked, cash or H.P.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheetham Hill. [9140

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd., A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [0195/R

W. J. BROWN, Ltd., established over 30 years.

1954 (August) Land-Rover, 2,600 miles; £650.

339. Finchley Rd., N.W.3. Hampstead 4414. [C1025

1952 Land-Rover, one owner, used only on roads, green; £450.—Below:

1951 Land-Rover, green, one owner, private motoring only; £395.—Hale Motors, Ltd. Tot. 7771-4. [C2077

1951 Land-Rover, one owner; £295.—Harris, Mayes & Co., Ace of Herts Garage, Watford 4026.

HARVEY HUDSON, Ltd. (the Land-Rover specialists) offer from the finest stock of reconditioned and guaranteed Land-Rovers in the Country:—

1954 model Land-Rover 86in wheelbase, 8,000 miles, one owner, indicators, outstanding condition; £610.

1953 Land-Rover, 17,000 miles, one owner; £495.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C2039

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd. (The Land-Rover Specialists) wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. [W2039

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

HENLYS, Ltd., ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

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NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348 [0080/R

A. Z. MOTORS offer for any examination immaculate 1939 Rover 14 sports 4-light saloon, fitted 5 new tyres, perfect chassis; £295!! Also 1937 16 saloon, new tyres, in original condition; £150!!—100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

ALMOST new Rover required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROVER buyers.—Motourists (London), Ltd., 44, North Rd. E. Finchley Station, N.2. Tudor 2301-2.

ROVER wanted, post-war, saloon, coupe or tourer.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [W4059

POST-WAR Rovers wanted.—Wilson's Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton, S.W.2. Brixton 4011. 3, Dorking Rd., Epsom, Surrey. Epsom 3901. [0567/R

GORDON & GLYNN, 189/195, Pavilion Rd., S.W.1, urgently require '38/'39 Rover sports saloons, drop head coupes and sports tourers for cash.—Sloane 8326/4426. [W2075

Rover Spares and Service

KJ MOTORS, Ltd., agents, reconditioned units, Girling, Radiomobile agents.—Bromley, Ravensbourne 3456. [0968

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares, service available. —321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R

SIMCA

1954 Simca, 3,000 miles, perfect throughout, bargain; £785.

SCOTT CARS, 347, Finchley Rd London, N.W.3. Hampstead 7779/6676. [C4006

1954 Simca Aronde, 2,600 miles, grey, taxed, as new; £829; terms, exchanges.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [8601

SUPERB Aronde saloon, 12,500 miles, genuine car, as new; £695; terms and exchanges.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C3061

1954 Simca Aronde saloon, black, trimmed grey, nominal mileage only (not yet registered).—Hamtune Motors, Ltd., 39, Sheep St., Northampton. Tel. 3616. [8640

SIMCA Aronde.—Several demonstrations cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley. Tel. Perivale 5651. [0395/R

1953 Simca saloon, actual show car, radio, loose covers, fog lamps, etc., genuinely indistinguishable from new; £750; part exchange, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965.

RARE 1954 Simca Grande Large hard top coupe, actual Earls Court show model, as new, low mileage, grey, extras include tailored loose covers, heater, twin spot and reversing lights, screen washers, wing mirrors, Whitewall tyres, taxed December; £925.—Box 8121. [8921

SINGER

1948 Singer 10, one owner, thoroughly sound condition; £275.

CLARKE'S OF PIRBRIGHT, near Woking, Surrey. Brookwood 2201. [C1049

ATTRACTIVE Singer 9 2-str., 1934 model, excellent condition, recent £50 overhaul; £145.—Harrow 4512.

1954 (August) Singer S.M.1500 saloon, blue, fitted seat covers, 2,500 miles, whole car as new; £900.—Reliance Garage (Norwich), Ltd. Tel. 20366-7.

SINGER sports 1939 4-seater, black and red, genuine, sound, reliable car; £165; or exchange.—Knight, Beach Garage, Norfolk Place, Littlehampton. [8948

£495!!! Singer 9 M.1500 saloon 1951 series, a one-owner car, late-type model with grained wood facia, carefully used and regularly serviced, extremely good order throughout

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

SINGER

£99!!!—Don't miss this; 1938 Singer 9 Bantam saloon, economical and sound, loose covers, go anywhere, txd.—A.Z Motors 100, Palmerston Rd., N.W.6. Mal. 4723 [C1011

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

SINGER cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

ALL Singer models wanted urgently; inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [7044

REQUIRED, really good Singer 1500.—Edwards, 8, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Singer Spares and Service

LANCASHIRE'S premier stockists.—Culthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091. [6109

THE Singer Agents for spares, service repairs, Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701/2. [0605/R

SPORTS CARS

MERCURY offer:—

£775!! Sunbeam-Talbot Mark II 4-seater convertible, in superb condition, fitted with 2½-litre stage IVa engine, streamlined parts, twin downdraught Solex, balanced crankshaft, hoist rods, lightened flywheel, etc., Alpine gear box, rev. counter, wire soles, balanced wheels, heater unit, screen washers, rad blind, twin spot lamps, lamp stoneguards, bonnet louvres, Radiomobile, plastic leather hood, full tonneau, finished in Alpine mist and blue, a terrifically fast car, in excellent condition, capable of over 100 m.p.h. in safety and comfort.

TERMS and exchanges with pleasure.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9.

CARS for the enthusiast.

IF you require a good pre-war car in excellent condition at a reasonable price we have the finest selection in the country. Our stock consists of good veteran, vintage, Continental and sports cars, with all types of coachwork. Immediate hire purchase and part exchange. We are open till 9 p.m. 7 days a week, including Saturday and Sunday for inspection.

VINTAGE AUTOS, Head Office and main Showrooms, 66, London Rd., Tooting, Mitcham 3951. Bargain basement for thoroughbreds under £150.—185, Elmers End Rd., Beckenham. Tel. 2521. [C4039

B & G MOTORS offer:—

£155.—Riley 9 March Special open sports 4-seater, immaculate gunmetal and red cellulose, new hood and tonneau cover, slab tank, foldflat screen, twin carburettors, etc.

£130.—Ford 8 Alpine Special open sports 4-seater, spotless red cellulose with new hood and tonneau cover, a little beauty.

£115.—Wolseley Hornet 12hp Daytona 2-4-seater in green and black, fitted special engine, goes well and looks well, slab tank knock-ons, foldflat screen etc.

£115.—M.G. 12hp open sports 4-seater, pale blue, new tonneau cover, very smart and attractive car.

£125.—Morris 8 1937 open semi-sports 4-seater, fitted new engine, new hood, new tonneau cover, excellent battery, delightful car and a bargain at this price.

£110.—S.S. 20hp open sports 4-seater, spotless in cream and red, new tonneau cover, looks worth £250; what a bargain!!

£75.—M.G. 8hp open sports 2-seater in red and chromium, goes jolly well and looks extremely smart, modernized back.

£48.—M.G. 8hp open sports 2-seater, red and chromium, starts on starter and goes jolly well, ideal enthusiast.

EASY terms, many others.—B. & G. Motors, Early Mews, Arlington Rd., N.W.1. Gulliver 3573.

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam Alpine roadster, red, 2,000 miles; £1,050.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ROWLAND SMITH'S for Sports Cars.

495gns.—Morgan Plus 4 (December) 1952 sports 2-seater, one owner, small mileage, cost £880.

495gns.—M.G. Midget (September) 1951 TD 2-seater, supercharger, oil coil one careful owner.

395gns.—Frazer Nash B.M.W 1938 Type 326/80 special convertible coupe gunmetal grey, blue leather, high compression engine, 3.7 axle ratio.

365gns.—Aston Martin 1938 15/98 short chassis sports 2/4-seater.

195gns.—Lagonda 1933 16/80 sports tourer, cycle type front wings.

125gns.—B.S.A. Scout 1937 10hp sports 4-seater.

95gns.—M.G. Midget 1933 8hp J2 2-seater, taxed.

69gns.—Triumph Gloria (November) 1934 10hp 4-door sports saloon; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

RILEY Lyncock fixed head coupe 1933, recellulosed new battery; £75.—Molesey 1765. [9047

1952 Ford sports, 13,000 miles, 4-seater, good tyres and condition.—Smithies, Bramhall Lane, Bramhall 2506. [8485

1951 Allard K.2 sports, 2-seater, first-class condition, many extras, really beautiful specimen; £595.—Pantiles Service Garage, London Rd., Guildford 5326 [C3035

CHIPSTEAD MOTORS, Ltd.—Specialists in high grade sports and racing cars.—See under Alfa-Romeo, Jaguar, Lagonda, Rolls-Royce and Triumph columns, allow us to quote for your present car. [C1046

SPORTS CARS

BERT MASON SPORTS CARS.

£45.—Austin 7 2-seater sports; £105, Morris Cunard Special open sports 4-seater; £125, Vauxhall open sports 4-seater; £145, M.G. 8hp sports 4-seater; £155, M.G. P.B. sports 4-seater; £175, M.G. 2-litre drop head coupe; £45, Triumph Gloria sports saloon; £175, Wolseley 14 open sports 4-seater; we have a very large selection of Alvis, Lagonda, M.G. and in fact all types of sporting vehicles; we invite you to call and inspect; hire purchase on all vehicles.—Bert Mason Sports Cars, 77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [C3078

PERFORMANCE CARS, The Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 8841 (3 lines).

ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WRITTEN guarantee, immediate h.p. and insurance B.M.T.A., M.A.A.; appointed R.A.C

FROM over 150 in stock all plainly marked with year and price we select:

ALLARD 91P sports saloon, 1952, £595; Allard 71L drop head foursome, 1949, £345.

ALLARD 61K Roadster, 1947, £295; Alvis 12/70 sports salon, 1939, £295.

ALVIS Speed 25 d/h foursome, 1938, £245; Alvis 4.3 d/h foursome, 1938, £295.

ALVIS Speed 20 saloon, 1934, 2 from £145; Alvis Firefly saloon, 1934, £95.

ALVIS 17hp saloon, 1938, £195; Austin 7 2-seater sports, 1937, £115.

A.C. 16/80 2-seater, 1936, £195; A.C. 16/56 saloon, 1935, £95.

ALFA ROMEO 1750 Zagato 2-seater, 1934, £375; Alfa Romeo 2.3 d/h foursome, 1938, £295.

ASTON MARTIN, large selection of pre-war models. See under "Aston Martin" column.

BENTLEY 3½ Freestone & Webb saloon, 1935, £265; Bentley Red Label 3-litre tourer, 1925 £145.

B.S.A. 10hp 4-seater, 1937, £115; B.S.A. 10hp 2-seater, 1937, £125.

FRAZER NASH-B.M.W. 320 coupe, 1938, £295; F.N.-B.M.W. 326 sports saloon, 1937, two from £265.

FRAZER NASH-B.M.W. type 55 2-seater, 1936, £145; F.N.-B.M.W. type 327 sports saloon, 1938, £375.

FIAT 1100 sports saloon, recond. unit, 1938, £245; Fiat 1100 drop head foursome, 1938, £285.

HEALEY Silverstone, 1950, £545; Healey 2½-litre 2-seater, 1948, £395

HUMBER 21hp Snipe saloon, 1939, £275; Humber 17hp saloon, 1940, £225.

HILLMAN Minx convertible, 1951, £525; Hillman 10 d/h foursome, 1940, £255.

JAGUAR XK120, C-type modifications, 1952, £895; Jaguar XK120 Roadster, 1951, £875.

JAGUAR 3½-litre sports saloon, 1948, £425; Jaguar 3½-litre sports saloon, 1939, £225.

JAGUAR SS100 2½ comp. 2-seater, 1940, £425; Jaguar SS100 2½ comp. 2-seater, 1938, £275.

JAGUAR SS100 2½ comp. 2-seater, 1937, £325; Jaguar SS100 2½ comp. 2-seater, recond. unit, 1937, £345.

LANCIA Aprilia sports saloon, 1938, £375; Lagonda LG 45 drop head foursome, 1936, £345.

LAGONDA 4½-litre sports saloon, 1935, £145; Lagonda 3½-litre sports saloon, 1935, £165.

MORGAN 4/4 4-seater tourer, 1951, £365; Mercedes-Benz 38/250, fitted Leyland diesel, £425.

M.G.—See large selection under M.G. column; also spares and service.

RILEYS.—See large selection under Riley column; also spares and service

ROLLS-ROYCE Ph. II Gurney Nutting drop head foursome, large touring boot, ride control, 1934, £595.

ROLLS-ROYCE 20 drop head foursome, 1929, £395; Railton Straight 8 tourer, 1935, £115.

ROVER 12 sports saloon, 1937, £225; Rover 14 sports saloon, 1937, £215.

STANDARD 14hp saloon, 1938, £195; Singer 9 4-seater roadster, 1939, £225.

TR2, wire wheels, specimen 1954, £865; Talbot 3½-litre sports saloon, 1935, £175.

UNIVERSALLY acclaimed the finest sports car selection in the country.—Please write for illustrated 10-page list.

PERFORMANCE CARS ANNEXE NUMBER 1.

ALVIS Speed 20 saloon, 1934, £145; Alfa-Romeo 16hp tourer, 1933, £155; Austin 7 2-seater, £45.

B.S.A. 10hp 4-seater tourer, £125; B.S.A. 10hp 2-seater, £125; B.S.A. 10hp 2-seater, 1938, £175.

BENTLEY 6L. tourer, 1930, £145; Bentley 3-litre d/h tourer, 1925, £195; Delage D8 coupe, 1931, £95.

FRAZER NASH V8 unit, 2-str., £135; Ford 10 4-door sal., 1938, £125; Ford 10 tourer, 1937, £125.

LAGONDA 2-litre saloon, £145; Lagonda 4½ saloon, £125; Lagonda 3-litre tourer, £125.

MERCEDES-BENZ 2-litre cabriolet, 1934, £95; M.G. 16hp coupe, 1937, £95; Packard utility, £95.

RILEY 9 saloon, £95; Riley 9 utility, £95; Riley 1½ saloon, £125.

ROVER 10 saloon, £125; Singer 9 tourer, 1935, £125; Wolseley Hornet coupe, £45.

PERFORMANCE CARS ANNEXE, Windmill Rd., Brentford, Middlesex. Ealing 8841. [C3041

MODIFIED MINOR 1952 special head, twin carbs., marvellous performance, exceptional condition, unblemished coachwork, must be seen and tried; £510.—Oscar Moore, 204, Ballards Lane, Finchley, N.3. Finchley 2920. [8753

JOHNSON & BROWN offer 1934 Alvis Speed 20 tourer, extensive overhaul, bills available; £165; Alfa-Romeo 1750, s/c, black, excellent condition throughout; £195; Frazer Nash T.T. Replica, £175; Rolls-Royce P.II saloon, good running order, £145; 1938 Jaguar 3½-litre saloon, 42,000 miles only, radio, excellent, £245.—Ringers Road, Bromley, Ravensbourne 2322.

CHILTERN CARS offer a selection of sports cars in exceptional condition, including: 12hp Alvis Firefly foursome drop head coupe, £145; Alvis 12/50 T.J. saloon, £95; 3-litre Bentley Red Label special foursome coupe coachwork, £175; 1939 B.M.W. 328 2-seater, £425; J.A.G. V.8 special 2-seater, £225; 1938 3½-litre Jaguar 100 2-seater, £385; 1938 2½-litre Jaguar 100 2-seater, £335, 1932 M.G. P-type Magna Continental coupe, £85; 28hp Railton Ranalah tourer, £165; Riley Sprite 2-seaters, crash box, choice of 2 from £335; 1925 Rolls-Royce 20 sports saloon, £155; Standard Avon 12hp sports 4-seater, £135; 1938 Triumph Dolomite 1½-litre sports saloon, £225; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060 [C1045

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Singer Cars Wanted

JOHNSON & BROWN, require ... sports cars.—Ringer Rd., Bromley. Ravensbourne 2522. [W2073

PERFORMANCE CARS.—S.O.S.: Stock sinking rapidly; sports cars wanted desperately for cash.—Great West Rd., Brentford, Middlesex. Ealing 8841.

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Perry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

STANDARD 8

CAR MART, Ltd.

1954 Standard 8hp saloon; £525.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [C1039

1948 Standard 8 saloon, overhauled, grey; £310.

SMITH & HUNTER, 376, Kensington High St., W.14. Western 2312. [C4019

1954 Standard 8 saloon, green, one owner, low mileage; £520.—Hale Motors, Ltd. Tot. 7771-4.

1939 Standard 8 saloon; £215.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9121

1946 Standard 8 Roadster; £225.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9119

£235.—1946 Standard 8 drop head coupe, nice condition; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

£240.—(Nov.) 1947 Standard 8 tourer, black, 26,000, complete engine overhaul at 21,000, recellulosed, very good condition.—Ambassador 2211.

1939 Standard 8 drop head; £165.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9129

1954 (June) Standard 8 saloon, blue, 3,000 miles, fitted heater, taxed; £475.—Spur Garage, Bushey Rd., Raynes Park. Liberty 4852. [9174

1954 (June) Standard 8, 2,000 miles only, £20 under list.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1946 Standard 8 d/h coupe, new engine and resprayed, 1,500 miles ago; £275.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

£145.—1939 Standard 8hp drop head foursome coupe, new hood, good tyres (2 new), good runner, any trial.—203, Corbets Tey Rd., Upminster. Tel. Upminster 3443. [8847

1948 Standard 8 drop head foursome, black, blue leather, very nice condition throughout, guaranteed; £295.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

245gns.—Standard 8, 1946 series foursome drop head coupe, black, fawn leather, good tyres; choice of 4 Standard 8s; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Standard 8 Cars Wanted

RICHARDS & CARR buy Standard 8, 1953-4.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

STANDARD 9

1936 Standard 9, specimen; £135.

1937 Standard 9 saloon, excellent throughout; £165; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1932 Standard 9 saloon, good condition; £45.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171.

STANDARD 10

1954 new type Standard 10 4-door saloon, works mileage.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

165gns.—Standard 10, 1937 de luxe saloon, sliding head, leather, heater, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD 12

1946-7 Standard 12 saloon, superb condition, radio; £330.—Tel. Dartford 3869 evenings.

1939 Standard 12, compact saloon; £215.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9120

1946 Standard 12 saloon; £325.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171. [9118

1948 Standard 12 saloon; £325.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9117

1947 Standard 12 saloon, guaranteed; £275; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

STANDARD 14

HENDON CENTRAL GARAGE, Ltd., offer:—

1948 Standard 14 saloon, taxed year, extremely good order throughout; £365.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1948 Standard 14hp saloon; £385.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1948 Standard 14 drop head coupe, excellent condition; £355.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1948 Standard 14 saloon, black with red leather, one owner, excellent condition; £360.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109.

HILLWOOD MOTORS.—1948 Standard 14hp saloon, black with immaculate red leather interior, fitted with sunshine roof and heater; this car is absolutely spotless and can be recommended as a fine family car ready to give many miles of care-free motoring at a price little more than that of a pre-war car at £395.—Mill Hill 4232. Open 9-8, Mon.-Sat. [8976

STANDARD VANGUARD

BOON & PORTER, Ltd.

1953 Vanguard saloon black with red upholstery, one owner, heater, sold and serviced by us; £595.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1950 Standard Vanguard, all extras, absolutely perfect; £455.—Metropolitan Motors, Horn Lane, Acton, W.5. Acorn 5064. [C3080

1954 Phase II Vanguard sal., blue/red upholstery, one owner, 4,400 miles; £750.—May. 5242.

STANDARD VANGUARD

AUTOMOBILIA, Ltd., offer:

1951 (Sept) Standard Vanguard Estate, silver grey, red leather, one titled owner, excellent condition; £575.

1951 (Nov.) Standard Vanguard 4-door de luxe saloon, grey, red leather, heater, foglamps, low mileage, exceptional condition; £535.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

McKINNON MOTORS offer:—

1954 Series Standard Vanguard estate car, birch grey, red Vynide, heater, taxed Dec., first regd. Dec., 1953, one owner, genuine 8,000 miles only, spare unused; this car is in brand new condition, and is the 4-door de luxe model, not the 2-door austerity type, today's new cost £930; our price £825.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

ROSE & YOUNG, Ltd., offer:

1953 Standard Vanguard estate car, low mileage, fitted radio, heater, overdrive and leather upholstery, etc., one owner, immaculate condition; £795.

1952 Standard Vanguard estate car, low mileage, one owner, fitted heater; £675.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

GLANFIELD LAWRENCE offer:—

1953 Standard Vanguard saloon, black, 18,000 miles, heater, literally unmarked throughout; £590.—407, High Rd., N.12. Finchley 0091. [C2053

SKELLY'S of Motherwell. Tel. 1560/61:—

1950 Standard Vanguard, spats on rear wheels, grey/red leather, fitted H.M.V. radio, new tyres, recently overhauled engine, a beautiful car; £380.

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1952 (August) Vanguard 4-door estate car, finished in birch grey with red leather interior, one owner, 11,000 miles only, spare unused, H.M.V. radio, maker's heater, unmarked; £725.

1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063

£595.—Standard Vanguard 1953, colour grey, splendid condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1952 Vanguard saloon, grey/grey, one owner; £495.—Dobsons, Ltd., Staines 801. [C1074

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 841-2-3, offer:—

1952 Standard Vanguard saloon, jade green, heater, low mileage, one owner, excellent condition throughout; £545. [C1001

1950 Vanguard estate car, one owner, good condition; £475; no dealers.—Museum 3784.

1953 (July) Standard Vanguard Phase II, grey, heater, radio, and many useful extras, one owner, superb condition in every detail; £695.

ALSO: 1951 (December) Standard Vanguard saloon, blue, radio, heater, one owner, exceptional condition throughout; £495; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1951 Standard Vanguard Estate Car, 4-door, green, very good condition; £575.—Hale Motors, Ltd. Tot. 7771-4. [C2077

1952 Standard Vanguard saloon, mileage 25,000, colour grey; £550.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

£575!!!—1952½ Vanguard saloon de luxe, speedometer reads 14,000, whole vehicle like brand new; choice 2.—Below.

£399!!!—1949 Vanguard saloon de luxe, fitted leather, heater, beautifully maintained; choice 2; 3 months' guarantee; hire purchase arrangements.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1954 Vanguard, black with red leather and heater; £690.—Walters Motors, Ltd., 356, High St., Ponders End. Howard 1646 or 1931. [8968

£495!!!—Standard Vanguard saloon, 1951, finished grey with red leather, carefully used and in attractive condition throughout.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

1951 Standard Vanguard saloon, heater, leather, loose covers; £495.—Read Car Co., Ltd., Brighton Rd., Sutton. Vigilant 8978/8403. [C3048

1951 Vanguard in outstanding condition, guaranteed; £475.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1953 Vanguard saloon, one owner, leather; £630, written guarantee; H.P.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54 any time.

1949 (registered November) Standard Vanguard saloon, one owner; £345.—Montroe Motors, (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9116

1953 (July) Phase II, grey, red upholstery, heater, fog lamp, one owner, 14,000 miles, taxed December; £675.—K. J. Motors, Ltd., Bromley. Ravensbourne 3456. [8731

395gns.—Standard Vanguard, 1949 saloon, mist green, brown leather, one owner, unmarked; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 Standard Vanguard saloon, Comet blue, red leather, one owner, heater, taxed, exceptional condition throughout, any inspection invited; £575.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

TANKARD & SMITH, Ltd., offer 1952 Standard Vanguard saloon, blue with blue leather upholstery, immaculate condition throughout; £565; three months' written guarantee.—194-198, King's Rd., Chelsea, S.W.3. Flaxman 4801. [C4026

Standard Vanguard Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Vanguard required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

STANDARD Vanguard wanted immediately, cash waiting.—Grangewood 5834. [W4032

Standard Vanguard Cars Wanted

25 Standard Vanguards wanted. Why accept less for your Vanguard saloon or estate car when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0052/R

Standard Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

Standard Spares and Service

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd. New York Rd., Leeds, 2. Tel. 29439 [0301/R

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1938 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [3774

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call, orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

STANDARD spares all models from 1935 (replacement units from 1938), complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W. Surrey distributors), Alexander Terrace, Guildford 5391. [4251

HALLS (FINCHLEY) Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

METCALFE & MUNDY, Ltd.

1952 Studebaker Champion, French grey, rim embellishers, 9,000 miles, 24 mpg; this car is absolutely in new condition.

1951 Studebaker Commander convertible, power-operated hood, tastefully cellulosed in Mediterranean blue, special chrome discs, radio and heater, whitewalls, 18,000 miles, Hydramatic drive, special performance and mileage meter fitted; this car is fitted with the very fast V.8 power unit, giving 19 mpg and 95 mph; a really outstanding car.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

RHD 1952 Studebaker Champion 4-door saloon, low mileage; also

LHD 1952 4-door saloon.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

1940 Studebaker 22hp, immaculate car; £320; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1952 Studebaker 4-door saloon, grey.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

1948-9 Studebaker Champion 20hp, 29 m.p.g., right-hand drive, magnificent motor car, maroon/grey interior, fitted radio; would sell cash or consider interesting motor car in part payment, i.e., Jaguar, Triumph Roadster.—Healey, Tel. Musselwhite, Salisbury 5894. [8851

SUNBEAM ALPINE

TOM GARNER, Ltd., offer:—

1954 Sunbeam Alpine roadster, sapphire blue, 4,000 miles only; £1,045.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam Alpine roadster, red, 2,000 miles; £1,050.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1953 (June) Alpine, 16,000 miles, radio, heater, one owner; £935.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth. Elmbridge 2254-5. [C4081

1954 Sunbeam-Talbot Alpine convertible, one owner, guaranteed total mileage 10,000, radio, heater, wheel embellishers, pearl grey, red leather; £975 lowest.—A.F.N., Ltd., London Rd., Isleworth. Tel. Hounslow 0011. [2015

SUNBEAM-TALBOT

W

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1951 Sunbeam-Talbot 80, leather, heater and radio; £625.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

MERCURY offer:—

£775!! Sunbeam-Talbot Mark II 4-seater convertible, in superb condition, fitted with 2½-litre stage IVa engine, streamlined parts, twin downdraught Solex, balanced crankshaft, hoist rods, lightened flywheel, etc., Alpine gear box, rev. counter, wire soles, balanced wheels, heater unit, screen washers, rad blind, twin spot lamps, lamp stoneguards, bonnet louvres, Radiomobile, plastic leather hood, full tonneau, finished in Alpine mist and blue, a terrifically fast car, in excellent condition, capable of over 100 m.p.h. in safety and comfort..

TERMS and exchanges with pleasure.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9.

1939 Sunbeam-Talbot 20hp, £235; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

GATEHOUSE offer:—

1951 Sunbeam-Talbot 90 convertible, fitted radio and heater; £625.

1947 Sunbeam-Talbot 2-litre saloon, black, very nice condition; £385.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

TOM GARNER, Ltd., offer:—

1952 Sunbeam-Talbot 90 Mark II saloon, green, 21,000 miles; £795.

1954 Sunbeam-Talbot 90 Mark IIa saloon, black, 1,800 miles only; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1950 Sunbeam-Talbot 90 coupe, exceptionally well maintained; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

ROSE & YOUNG, Ltd., offer:—

1952 Sunbeam-Talbot 90 drop head coupe, low mileage, one owner since new, exceptional condition, blue; £685.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

CLUBMAN AUTOS, Ltd., offer:—

1947 Sunbeam-Talbot 4-seater sports tourer, black immaculate condition throughout; £375.

H.P. motor cycles taken in exchange.—156-142, Tooting High St., S.W.17. Balham 3484. [C1095

H. BEART & Co., Ltd., offer:—

1953 Sunbeam-Talbot saloon, fitted radio, loose seat covers, genuine low mileage, and in superb condition throughout, full details on request; £895.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1081

WARWICK WRIGHT, Ltd. offer:—

1954 Sunbeam-Talbot 90 Mark IIa convertible coupe, light stone, radio and heater, 8,000 miles; £1,025.

1953 Sunbeam-Talbot 90 Mark IIa saloon, ivory/black, 16,000 miles; £915.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GEORGE HARTWELL, Ltd., offer:—

£1075.—1954 (September) Sunbeam-Talbot 90 Mk. IIA convertible, sapphire blue/light fawn, 1,400 miles only—virtually a new car at £150 under list.

£1000.—1953 (October) Sunbeam Alpine, duo-tone cherry red/ivory, a unique and perfect specimen, 9,000 miles only—fitted with special detachable hard top.

£995.—1953 Sunbeam-Talbot 90 Mk. IIA Special Hartwell 2-str. drop head coupe, fitted with GH IV 2½-litred tuned engine, 4.22 axle ratio; the most attractive and fastest of its type in existence, negligible mileage, finished Coronation red with red interior.

£935.—1953 Sunbeam-Talbot 90 Mk. IIA saloon, Alpine mist/red interior, 16,000 miles—and completely equipped with radio, heater, screen wash and numerous other advantageous extras; a specimen car; another similar.

£685.—1951 Sunbeam-Talbot 90 Mk. II convertible, satin bronze/red, fitted heater, immaculate throughout.

£625.—Sunbeam-Talbot 90 Mk. I saloon, meticulously maintained by previous owner and attractively finished in gummetal/maroon duo-tone with grey interior.

CONFIDENTIAL hire purchase; part exchange.

35—41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1954 Sunbeam-Talbot 90 saloon, grey with red leather, 20,000 miles only, maker's heater, taxed December; £995.

1 Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:—

1953 Sunbeam-Talbot 90 Mark IIa saloon in crystal green with fawn leather, equipment includes Rootes heater and demister, windscreen washer, roof luggage carrier, twin foglamps, wing mirror, cigar lighter, a carefully used one-owner car in showroom condition, 10,750 miles; £875.

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400 [S578

1954 Sunbeam-Talbot 90, radio, heater, as new, many extras; £1,075.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [9189

1954 (Sept.) Sunbeam-Talbot 90 convertible, 135 miles only; £1,085.

1951 (July) Sunbeam-Talbot 90 saloon, heater, etc., one owner, perfect; £650.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9036

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1948 Sunbeam-Talbot 10hp sports tourer, finished steel grey, grey leather, immaculate condition throughout; £375. [C1001

1951 Sunbeam-Talbot saloon, in outstanding condition; inspection invited; £645.

GORDON CARS (LONDON), Ltd., 26, Northend Rd., (opposite Golders Green Station), N.W.11. Speedwell 4701. [9955

1952 Sunbeam-Talbot convertible, low mileage, immaculate throughout; £655.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

1946 Sunbeam-Talbot 10 drop head coupe, very good condition throughout, a most attractive little car, 3 months' guarantee; £375.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

G. S. OSCROFT & Co., Ltd., Castle Boulevard, Nottingham. Tel. 45024 (Main Vauxhall-Bedford Dealer).

1950 (June) Sunbeam-Talbot 80 saloon, in green with brown upholstery, heater, taxed for the year; £545. [8854

1950 Sunbeam-Talbot 90 coupe, heater and radio, black/red leather; £565.—Dunham & Haines, Luton 2100-1. [C1079

SUNBEAM-TALBOT

225 gns.—Sunbeam-Talbot 10 1940 sports saloon, black, sliding head, fawn leather, good condition; terms, exchanges.—Rowland Smith, below:—

225 gns.—Sunbeam-Talbot 1940 3-litre saloon, sliding head, leather, i.f.s., very good condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£215.—Sunbeam-Talbot 3-litre saloon 1940, superb condition, interior as new, engine reconditioned, etc.

BRONDESBURY MOTORS, Brondesbury Mews, Kilburn, N.W.6. Mal. 0371. [9180

£675!!! Sunbeam-Talbot 90 saloon Mark II 1951, a one-owner car in excellent condition all-round, carefully used, moderate mileage.

£595!!! Sunbeam-Talbot 90 saloon 1950, immaculate pastel finish, a car which has been expertly and fastidiously maintained, bills available for servicing by same Rootes agents since new, fitted heater, screenwashers, Flamethrower.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

1950 (November) Sunbeam-Talbot 90 drop head coupe, heater; £565, written guarantee; H.P.; exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54 any time.

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group Products, specialists in purchase and sale of

GUARANTEED used Sunbeam-Talbots.

WAIT a moment! Have you asked if we have a car in stock to suit your requirements and what price we will allow you on your present car? There are many advantages in dealing with a Company who give you a good deal for your money and after sales service; don't delay ring us now! Vigilant 1121.

HIRE purchase and your car wanted in part exchange.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121.

£599!!!—1950/1 Sunbeam-Talbot 80 saloon de luxe, although speedometer reads 18,000, whole vehicle spotless and runs as though it's only done 5,000 miles; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1952 Sunbeam-Talbot 90 saloon, blue with beige leather, radio, heater, extras; £745.—Reg Timms (Motors), Ltd., 28-30, High Town Rd., Luton, Luton 6749. [9187

1953 series Sunbeam-Talbot 90 Mark IIA saloon, 7,000 miles; £865.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester 3. Tel. Deansgate 3325-6. [C2028

1952 (September) Sunbeam-Talbot 90 drop head coupe, black/red, radio, heater, chauffeur maintained, superb; £675.—Bruce France, 8A, Cromwell Mews, South Kensington. Flaxman 0513. [C2014

JACK ROSE, Ltd., offer:—1952 (September) Sunbeam-Talbot 90 saloon, 18,000 miles, one owner, a beautiful car; £725.—Stafford Rd., Wallington, Surrey. Wallington 6677. [W3056

1954 (August) Sunbeam-Talbot Mark IIA d.h. coupe, grey, 500 miles, £1,055; part exchange, hire purchase.—Halls (Finchley), Ltd., Odeon Parade, Nth. Finchley, N.12. Tel. Hillside 1044. [9153

1949 Sunbeam-Talbot 90 saloon, superb condition, finished green, H.M.V. radio, heater, etc., bargain, £525; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [9194

1950 Sunbeam-Talbot 80 saloon, black, red leather, absolutely perfect; £550.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 2039 and 5306. [C4074

SUNBEAM-TALBOT 90 convertible 1950, one owner, super immaculate; £575; part exchanges, cars or motor cycles; hire purchase terms.—Slocombes, Ltd. Willesden 4869. [C4017

BLACK Sunbeam-Talbot saloon, 10hp, 1938, reconditioned engine, paintwork and interior good, 4 good tyres; £250.—J. Kingsley, c/o A Mess R.A.O.C., Bicester, Oxon. [8946

ARCHIE SIMONS & Co., Ltd.—1952 Sunbeam-Talbot Mark II saloon, black/fawn leather, fitted heater, excellent condition; £725.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1946 Sunbeam-Talbot 10 drop head coupe, well-known owner, beautifully kept; £375.—Taylor & Crawley, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036

1954 (May) Sunbeam-Talbot 90 saloon, crystal green, light green leather, mileage only 2,400, unmarked; £1,025.—Ebdons Automobiles Ltd., Rootes Group Distributors, Cheltenham. Tel. 55391.

1954 (April) Sunbeam-Talbot 90 saloon, finished Alpine mist with red, fitted heater, spot lamp and Whitewall tyres, 3,000 miles only, a virtually new car; £995; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

XXX 1952 Sunbeam-Talbot 90 Mark II sports saloon, a most attractive one-owner car, black with red leather, heater and sliding roof, delightful performance, immaculate appearance; written guarantee; £715, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

Sunbeam-Talbot Cars Wanted

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

ROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel Grosvenor 3401. [0111/R

ENTHUSIAST requires low-mileage Mark IIA Sunbeam-Talbot coupe.—52, Longmore Ave., New Barnet. Barnet 6656. [9029

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4019/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

SUNBEAM-TALBOT cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

ALL Sunbeam-Talbot models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd., (opposite Golders Green Station), N.W.11. Speedwell 4701. [7045

RICHARDS & CARR buy Sunbeam-Talbot.—35, Kinnerton St., London, S.W.1. Sloane 5424.

PRIVATELY owned S.-Talbot 90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ALMOST new Sunbeam-Talbot required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

URGENTLY required, 1949-53 Sunbeam-Talbot 80 or 90 saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel 46381. [0465/R

SWALLOW DORETTI

SWALLOW DORETTI sports, colour cream/black, leather upholstery, immediate delivery, part exchange; hire purchase arranged.—Ashlands Garage, Ltd., Hartshill, Stoke-on-Trent. Tel. Stoke-on-Trent 44584. [9046

TALBOT

1937 Talbot 10 saloon; £155; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929-36, included ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs, 27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

TRIUMPH

CAR MART, Ltd.

1949 Triumph Roadster, 2,000; £595.—Car Mart, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039

ELM AUTOSALES offer:—

1947 (Aug.) Triumph 1800 saloon, black with maroon leather interior, fitted radio, heater and extras, a really excellent example; £465.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2017

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 Renown saloon, really fine car, positively unmarked; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

CHIPSTEAD MOTORS, Ltd., offer:—

1954 T.R.2, green, Ace Rimbellishers, modified wheel nuts, tonneau, very low mileage, genuine bargain; £775.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

WARWICK WRIGHT, Ltd., offer:—

1952 (December) Triumph Mayflower saloon, grey, heater, 11,000 miles; £565.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PHŒNIX MOTOR Co (SURREY), Ltd., offer:—

1952 (May) Triumph Renown limousine, jade green with dark fawn upholstery, fitted heater and H.M.V. radio, one owner, 24,000 miles only; an excellent example of this rare model; £650.

PHŒNIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

NORTHERN MOTORS OF HARROW offer:—

£625!!!—Superb unmarked 1951 (May) Triumph Renown saloon, grey cellulose unmarked, interior leather like new, mechanically beautiful, fitted heater, this car must be seen.

186—194, Pinner Rd., Harrow 4444. [C3025

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Triumph Mayflower saloon, low mileage, fitted heater, perfect condition throughout; £575.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1953 Triumph Mayflower, immaculate condition, small mileage; £580.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

1952 Triumph Renown, fitted H.M.V. radio; £600.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3038

1954 (September) Triumph Roadster TR2, 800 miles, cost £900; bargain £835.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

TR2 Triumph, red, 1,800 miles, single owner, as new; £860.—Eton Garages, Windsor 819.

TR2 (June) 1954, 2,100 miles; offers over £750. Guildford 5458 (day), 61293 evenings.

£255.—Triumph Dolomite 1939 Roadster, outstanding, private sale.—Richmond 4965. [8836

£498.—Triumph 1800 Roadster 2-4-seater, 1947, really magnificent condition, must be seen to be appreciated; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.1. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1948 1800 Roadster, lovely condition, bargain; £420 o.n.o.—Roberts, Lymehurst, Church Stretton. [9052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1953 (May) Triumph Mayflower, green, one owner, genuine mileage 10,000, spare unused, immaculate condition, taxed year; £595.

1952 (May) Triumph Mayflower, black, plaid loose covers, twin spotlights, undersealed, spare unused, heater, indistinguishable from new, taxed; £590.

1951 model (registered Oct., '50) Triumph Renown, black with fawn upholstery, radio, heater, good tyres, 27,000 miles; £565.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

TR2, 1954, 7,600 miles, overdrive, wire wheels; £825.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

TR2, August, 1954, 960 miles only, in black with red upholstery; a very genuine bargain, £785. —Motor Macs (Exeter), Ltd., Exeter 4078. [8965

1952 Mayflower, radio, heater, leather; £585; written guarantee; h.p.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

£575.—1951 series Triumph Renown saloon, new condition.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1800 Roadster, 1947, overhauled, new hood, tyres, battery, beautiful condition, real sacrifice; £495.—Roberts, 8, High St., Leominster. [9053

1951 Triumph Mayflower sal., metallic grey, red leather, completely checked and guaranteed, very good condition; £485.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

£499!!!—Triumph Mayflower de luxe saloon, this vehicle is so immaculate it literally looks and runs like a 1954 motor car.—Below.

£495!!!—1949 Triumph Roadster coupe, only one owner has owned this vehicle, it is one of the finest we have ever had; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd. Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

TRIUMPH 1800 saloon, immaculate, guaranteed; £395.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1950 (October) Triumph Renown saloon, black, radio and heater, in superb condition throughout, terms and exchanges; £495.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [9199

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0494/R

TRIUMPH Mayflower, 1953, black, one owner, low mileage, immaculate condition; £595; seen London area.—5, Mill Rd., Bury St. Edmunds. Tel. 1001 evenings. [9007

1949 Triumph 1800 saloon, black, beige interior, one owner, in beautiful condition throughout, taxed; £475.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

£465.—1948 (November) Triumph 1800 razor-edged saloon, black, immaculate; £125 down. —Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1949 Triumph 2000 Roadster, metallic bronze with red leather, immaculate condition, all good tyres; £465.—Keiths Motor Co., Ltd., 141, Green Lanes, Palmers Green, N.13. Bowes Park 5100. [C2080

£440.—Triumph 1800 Roadster, January, 1948, black, new hood, new road springs and shock absorbers throughout, bodywork and mechanical condition very good.—Ambassador 2211. [9033

1939 Triumph 14hp Dolomite, grey with fawn leather, the whole car is absolutely immaculate; £245.—Keiths Motor Co., Ltd., 141, Green Lanes, Palmers Green, N.13. Bowes Park 5100. [C2080/1

69 gns.—Triumph Gloria, November 1954, 10hp sports saloon; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

TR2, new and unregistered, overdrive, radio and heater, tonneau cover, white, red leather, several other extras; list price; part exchanges, cars or motor cycles; terms.—Burge & Inglis, Ltd., Willesden 4869. [C4017

1952 Mayflower saloon, black, heater, new Exide battery, red upholstery, loose covers, excellent car; sole owner emigrating; A.A. inspection welcomed; £495.—Wright, 15, Old Deer Park Gdns., Richmond, Surrey. Tel. 5942. [8987

HILLWOOD MOTORS.—1941 Triumph Dolomite saloon, in very nice condition, fitted with reconditioned engine, black with brown leather, twin horns, twin spotlights; £250.—Mill Hill 4232. Open 9-8 Mon.-Sat. [8977

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

WANTED, 1951-2 Renown, black, low mileage, overdrive preferred.—Elmbridge 9430. [W3072

ALMOST new Triumph required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

1938/9 12 or 14hp, preferably Vitesse; reasonable.—Maidstone 87583. [9069

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

XXX H. F. Edwards offer immediate cash for good Triumphs.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

REQUIRED, really good Triumph Roadster.—R. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROADSTER wanted, cash or exchange drop head four-some Standard 14, with adjustment.—45, Shirehall Park, N.W.4. Hendon 1648. [8980

WANTED, TR2, trade or private offers appreciated, cash deal.—Jones Garage, Syston, Leics. Syston 86257. [8983

Triumph Spares and Service

BASIL ROY, Ltd. Triumph Spares Stockists, pre-war models.—161 Great Portland St., London, W.1. Lan. 7733. [0143/R

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0302/R

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0918/R

PRE-WAR Triumph, all spares, new and second-hand, immediate attention.—C. W. Green and Sons, Brayford, Lincoln. Tel. 10884. [7292

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R

UTILITY CARS

KHENRY

THE utility and shooting brake specialists, offer:—

1950 Lea-Francis factory built estate car, low mileage, one owner; £525.

1952 A70 4-door Countryman; £635.

ALWAYS in stock the following:—

FORD 10s and 8s, Martin Walter Utilecons, Hillman Minx estate cars, A40 and Commer vans and good selection of inexpensive utilities.

K. HENRY, Ltd., 63-65, Great Portland St., London, W.1. Langham 3635 and 3954. [C2080

THE UTILITY VEHICLE CENTRE offer:—

A LARGE selection of post- and pre-war Utilicons, estate cars, station wagons, etc., always in stock; enquiries invited.

100 Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). [C4072

BRADSTOCK MOTORS, Ltd., offer

1954 model Morris Oxford traveller's car, 9,000 miles only, heater, loose covers, leather, one owner, immaculate; unrepeatable at £745.—Chase Rd., Epsom. Tel. 5696-7. [C1090

WANSTEAD MOTORS, L'td., offer:—

1953 Bedford Dormobile, 9,000 miles only; £685.

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C4042

ROWLAND SMITH'S for Utility cars.

125 gns.—Jeep (Ford), registered December 1946, 4-seater natural timber utility, removable rear seating, drop tailboard; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CAMDEN MOTORS offer the following estate cars and utilities:—

STANDARD Vanguard 4-door estate car, 1951, metallic green, leather upholstery, additional doors at rear, outstanding condition; £595.

STANDARD Vanguard 4-door estate car, 1950, similar model to above, very smart jewellescent finish, heater, pass lights, a beautiful vehicle; £575.

AUSTIN Hereford estate car, 1953, cost £1,100 just over 12 months ago, this genuine Countryman 4-door model is superbly immaculate in every respect and has done no appreciable mileage, equipped with latest type heating and demisting, rich leather upholstery, natural hardwood body, drop tailboard, white side-wall tyres, one owner only; £875

AUSTIN A70 estate car, 1951, similar to above model with all de luxe features, moderate total mileage; £645.

LEA-FRANCIS 14hp estate car, 1949, attractive-looking model, nicely grained hardwood body, fold-flat rear seats, excellent performance and especially good on petrol, original cost over £1,200; now offered at only £495.

AUSTIN 8hp utility, post-war type with lift-up front, aspick and span little vehicle, natural hardwood body, leather upholstery, extremely economical; absolute gift at £225.

FORDSON 10hp utility, 4-5-seater, 1942 model, very useful vehicle, sound mechanically and well shod; £195.

HUMBER shooting brake, 1948 registration, Super Snipe, roomy, powerful vehicle, will pull a house.

STANDARD 12 utility, 1948 registration, needs thorough cleaning up.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 6 p.m. [C1035

£235!!!—1949 Jowett Bradford Utility, excellent condition and bargain price.

£535!!!—1951 Austin A40 Countryman special 4/5-seater utility carefully used example, fitted with heater; thoroughly recommended; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£575.—Hillman Minx estate car, 1952, dual colour grey, splendid interior condition, one owner.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1953 Austin A40 Countryman, small mileage, as new; £650; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1949 Bradford de luxe utility, excellent throughout; £275.—Buntings Motor Exchange, Harrow. Tel. Harrow 6225. [9143

BRADFORD utilities for sale, serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

OPEL utility, 1938; £100.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

G&M ALFREDS (1936), Ltd.—1949 (October) Standard Vanguard 4-door estate car, radio, superb; written guarantee.—6-7, Warren St., W.1. Euston 3268. [C1005

UTILITY CARS

HILLMAN Minx Estate car, well maintained, small mileage, June, 1947, resprayed dark green; £335.—Dunham & Haines, Luton 2100/1. [C1079

BEDFORD Dormobiles by Martin Walter, a few low-mileage models available.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

SHOOTING brakes, Rolls-Royce Phantoms and Twenties, also Hillmans, Austin and Albion.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

1954 (Sept.) latest model Morris J-type Martin Walter Dormobile, finished green and grey, mileage under 500.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

CASS'S MOTOR MART.—1951 Austin A40 Countryman, superb condition, £525; 1951 Standard Vanguard utility, radio, outstanding order, £495; 1950 (regd. 1951) Standard Vanguard estate, genuine 16,000 miles, one owner, £645, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

ROYS AUTOMOBILES, Ltd., offer 1953 Ford 10 utilecon, low mileage, as new, £450; another, £285; 1952 A40 utility, £450; 1949 Morris 10 wooden utility, £345; another, £265; 1947 Bedford 10 utility, £275; 1948 Bedford, £195; 1940 Bedford 12, £135; 1956 Minx, £95; many others, including numerous goods vans suitable for conversion, see that column; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. [C3059

Utility Cars Wanted

BEDFORD Dormobiles urgently required.—A. E. Palmer Motors, Ltd., Luton 4212. [9196

HILLMAN estate car or similar required.—Turnbull, Durngate House, Winchester. [W1010

GOOD estate car urgently wanted; cash waiting.—Grangewood 5834. [W4032

ROYS always good buyers of utilities.—127, Parkway, N.W.1 (nearest Tube Camden Town Station), Euston 2700 and 8894. [W3059

BEDFORD Dormobile by Martin Walter wanted.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

REQUIRED, really good Hillman Minx or Standard Vanguard estate car.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

25 Utility vehicles wanted. Why accept less for your Dormobile vehicle, estate car or shooting brake when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008

VAUXHALL 10

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1947 Vauxhall 10 saloon, excellent condition; £385.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1946 (November) Vauxhall 10 de luxe, black, taxed year, beautiful condition throughout; £560.

MAGDALEN MOTORS, 31, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

£249.—1939 Vauxhall 10 4-door saloon, excellent condition, genuine bargain, choice of two.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube), Batt. 1107-8-9. [C2024

1947 Vauxhall 10 saloon, recently overhauled, reconditioned engine, guaranteed; £345; exchanges, terms.—Palmers, 5, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3054

1939 Vauxhall 10, recent respray, reflectors resilvered, good battery; £235 o.n.o.—After office hours, 10, Sandringham Rd., Nr. Northolt Underground Station. [9056

225 gns.—Vauxhall 10, 1938 saloon, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£399!!!—1947 Vauxhall 10 saloon de luxe, absolutely spotless condition, original carpeting and trimming, whole car much above average, excellent tyres, very economical; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Vauxhall 10 Cars Wanted

A. E. PALMER MOTORS, Luton, the home of Vauxhall, require 10 and 12hp Vauxhalls.—Tel. Luton 4212. [8763

VAUXHALL 12

ELM AUTOSALES offer:—

1946 Vauxhall 12, in black, with brown leather interior, recently fitted reconditioned engine, gear box and back axle, looks and runs like new; £350. —Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

1948 Vauxhall 12 saloon, showroom condition throughout; £375.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1938 Vauxhall 12 saloon, reconditioned engine; £225.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9124

265 gns.—Vauxhall 12, 1939 saloon, sliding head, leather, unmarked; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1948 Vauxhall 12 4-door saloon, black, recon. engine, nice condition throughout, guaranteed; £355.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

Vauxhall 14 Cars Wanted

A. E. PALMER MOTORS, Luton, the home of Vauxhall, require 14hp Vauxhalls.—Tel. Luton 4212. [8766

VAUXHALL WYVERN

ELITE MOTORS offer:—

1951 Vauxhall Wyvern saloon, green/brown leather, one owner since new, recorded mileage 37,000, regularly serviced vehicle in excellent condition throughout; £515.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C1005

160 miles, 1954 (Sept.) Vauxhall Wyvern saloon.—Weybridge 600. [C4023

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN

WYVERN July 54, black, 2,900 miles, taxed, £50 extras; £725.—Amb. 0779. [9060

1954 (June) Wyvern, 2,000 miles only, heater, many other extras, guaranteed as new; £750 —Campbell Symonds, Wembley 6262. [C1037

1949 Vauxhall Wyvern saloon, heater; £475.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9125

1954 (May) Wyvern, heater, immaculate; 475gns; exchanges.—A. E. Wright, Bedford Rd., Alexandra Park, N.22. Bowes Park 0582. [9149

1953 (November) Vauxhall Wyvern, green, 8,000 miles, one owner; £665.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4069

1949 Wyvern, reconditioned engine, heater, Trico, covers, maintained regardless cost; £495.—Wordsworth 9362. [9050

1954 Wyvern, 6,500 miles, Underseal, heater, screenwash, perfect.—18, Wootton Rd., Wolverhampton. [9049

1953 Wyvern, grey, heater, windscreen washers, spotlamp, carefully used, guaranteed; £650 —Campbell Symonds, Wembley 6262 [C1037

1953 (Sept.) Vauxhall Wyvern saloon, black, brown leather upholstery, perfect condition throughout; £695.—Tel. High Wycombe 1690. [8725

1953 Vauxhall Wyvern, grey with red interior, radio, heater, covers, etc., perfect condition; £695.—Baldwin, 691, Dunstable Rd., Luton. Luton. 2184. [9156

1953 (June) Vauxhall Wyvern saloon, practically unblemished, low mileage; £675; consider part exchange; terms available.—14, Offington Gdns., Worthing. Swandean 849. [C4027

1949 Vauxhall Wyvern, black and beige upholstery, new tyres, recellulosed, in excellent condition throughout; £435/£109 deposit; your local hire purchase specialists with terms to suit you. MCLAREN & COX, Ltd., Used Car Specialists, 928, High Rd., North Finchley, N.12. Hillside 0560. [9134

Vauxhall Wyvern Cars Wanted

ALMOST new Wyvern required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

VAUXHALL VELOX

CAR MART, Ltd.

1953 Vauxhall Velox saloon, heater; £725.—Car Mart, Ltd. 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

HENDON CENTRAL GARAGE, Ltd. offer:—

1952 Vauxhall Velox, fitted heater, taxed year, whole car as new; £650.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1949 Velox, radio, heater, bargain; £375.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4006

1954 Velox, works mileage, metallic blue, radio, heater, screenwashers; £875.—Below.

1953 Velox, unblemished, heater, screenwashers, etc., one owner; £735; written guarantee; h.p., exchanges; trade enquiries welcomed. HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time. [C4065

1954 Vauxhall Velox saloon, grey, heater, works mileage; £825.—Hale Motors, Ltd., Tot. 7771-4. [C2077

£745!!!—1953 series Vauxhall Velox full de luxe saloon, absolutely magnificent and original, fitted heater and extras a delightful motor car, below.

£646!!!—Current Vauxhall Velox, 1952 series, very modern and attractive condition, exceptionally economical, below.

£449!!!—1950 Velox bargain, an outstanding example of a modern powerful economical car, which we offer at bargain price, only wants seeing; 3 months' guarantee; hire purchase, exchanges. LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1953 Velox, new December, 7,000 miles, 6-ply tyres, seat covers, luggage rack; best cash offer over £725.—Box 7974. [8562

1954 Vauxhall Velox, 4,000 miles, heater, underseal; £795.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

1954 (Feb.) Velox, radio, heater, 10,700 miles; £750.—Baxter, 44, Heather Drive, Dartford. Tel. 2530. [9054

1954 Vauxhall Velox full de luxe saloon, grey, radio, heater and extras; £775.—Oval Autos, Ltd., 306, High St., Sutton, Surrey. Vig. 5000. [9165

1952 Vauxhall Velox saloon, radio, small mileage, excellent condition, one owner, licensed; £625.—H. E. Griffin, Haywards Heath. Tel. 395.

1954 (April) Vauxhall Velox, perfect condition, green, 3,300 miles, heater, Underseal, screenwashers, available mid-October; £800.—Box 8151. [9067

1954 Vauxhall Velox, black, heater, radio, foglight, reverse light, 1,000 miles only, as new; £860.—Eton Garages, 124, High St., Eton. Windsor 819. [9146

VAUXHALL Velox, 1954, registered June, 4,800 miles, with over £40 worth of accessories, in superb condition; a snip at £785; owner must sell.—Tel. Lib. 2476 or write Box 8075. [8844

1952 Vauxhall Velox, grey/red, radio, heater, sun roof; written guarantee; £635.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

£835 1954 (Sept.) Vauxhall Velox saloon, mileage 188 only, colour black and red leather, taxed year; cash or h.p.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester 8. Tel. 1924 Cheetham Hill. [9139

1951 Velox black/red leather, radio, heater, spot light, link mats, £86 recently spent on car, bills available, in spotless condition; £495.—Read Car Co., Ltd., Brighton Rd., Sutton, Surrey. Tel. Vigilant 8978 and 8403 [C3048

1953 Velox, grey, high-compression head, overdrive heater, radio, seat covers, electric clock, reversing lights, fog lamps, 4 new tyres, spare unused; owned by director of a Vauxhall dealer, regularly serviced, immaculate, cost over £900; price £785.—Caterham 2384. [8963

Vauxhall Velox Cars Wanted

ALMOST new Velox required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

A. E. PALMER MOTORS, Luton, the home of Vauxhall, require Velox and Wyvern Vauxhalls.—Tel. Luton 4212. [8767

VAUXHALL 17

1933 Vauxhall 17 saloon; £35.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9123

VAUXHALL 25

£145!!!—Vauxhall 25hp 5/6-seater saloon, 1937, fitted radio, a roomy powerful car, very good on petrol and in quite respectable order. CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6432-5.—Gregory's, of Uxbridge. [0039/R

HAMILTON MOTORS (LONDON), Ltd., 466/490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1946 Vauxhall 14, black, brown interior, body condition excellent, mechanically sound; £365.

1947 Vauxhall 12, black, brown upholstery, good mechanical condition, body very clean; £345.

1950 Vauxhall Wyvern, black, brown interior, body condition good, mechanically sound; £495.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

1950 Vauxhall (registered Oct., '49) grey saloon, red leather, heater, mileage 42,000, beautiful condition.—Mrs. Fletcher, 6, New Church Rd., Wellington, Shrops. £475. [8978

GRAHAM BROTHERS (MOTORS), Ltd., main Vauxhall dealers, 7-15, Peter St., Manchester, 2, for "quality-tested" used cars, depôts at Ashton (Ashton 1817), Didsbury (Didsbury 3446) Manchester (Blackfriars 9887), Stretford (Trafford 3311), Wilmslow (Wilmslow 4932). [0283/R

Vauxhall Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

GN Ltd. (Vauxhall Main Dealers).

HAVE you a post-war Vauxhall for sale? Contact G.N., Ltd., 278, Balham High Rd., S.W.17. Tel Balham 1033. [0201/R

VAUXHALL buyers.—Motourists (London), Ltd., Gt North Rd., E. Finchley Station, N.2. Tudor 2301-2 [W3018

VAUXHALL cars, post-war models, urgently required —Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

7-SEATER private 1937/38/39 Limousines required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006

XXX H. F. Edwards offer immediate cash for good Vauxhalls.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel Thornton Heath 3276 (14 lines) [0205/R

KJ MOTORS, Ltd., spares, accessories, reconditioned units, Perkins diesels.—Bromley, Rav. 3456. [0393

VETERAN CARS

WELHAM, Veteran Car Specialists, buy and sell pre-1915.—Surbiton Hill Rd., Surbiton. Elmbridge 1873. [C4070

VINTAGE CARS

ALVIS 12/50 saloon, 1927, opportunity to acquire unique vintage model in good condition, 30 m.p.g., tyres, battery, coachwork sound; £80.—10A, Bishopwood Rd., N.6. Mou. 0634. [9009

Vintage Cars Wanted

VINTAGE standard car required, around 1920, condition not important.—State price, etc., to Box 7966. [8551

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V&F MONACO MOTORS the only Volkswagen specialists in London offer you their unique experience obtained in four years of servicing and repair of more than 1,000 Volkswagen; we concentrate exclusively on the Volkswagen and handle no other type of car.—Below.

V&F MONACO MOTORS.—1954 de luxe saloon, polychromatic bronze, 3,000 miles, 1,192cc; £645.

V&F MONACO MOTORS.—1954 de luxe saloon, beige, 8,000 miles, 1,192cc; £635.

V&F MONACO MOTORS.—1947 saloon, reconditioned engine, recellulosed, re-upholstered, rechromed, etc.

V&F MONACO MOTORS.—1947 saloon, blue, leather upholstery, one owner.

V&F MONACO MOTORS, Official Volkswagen Agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0642/R

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THE Volkswagen people, official main distributors; all spares and fully specialised service, coachbuilding and painting on premises; new, used and reconditioned cars available. Tel. Ripley 2361. [0373/R

PERFORMANCE CARS, official Volkswagen agents.—New and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

1954 low mileage de luxe saloons in stock.—Ra.ph Beard, Volkswagen specialists, East St., Farnham, Surrey. Tel. day or night 5494. [C1092

Volkswagen Cars Wanted

V&F MONACO MOTORS.—We buy Volkswagens, irrespective of condition, for cash.

V&F MONACO MOTORS.—The Volkswagen buyers.—6, Astwood Mews, Courtfield Rd., S.W.7. (near Gloucester Road Station), Fremantle 4414. [0300/R

RICHARDS & CARR buy Volkswagen.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

REQUIRED, really good Volkswagen.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Volkswagen. —Great West Rd., Brentford, Middlesex. Ealing 8841 [W3041

WANTED privately, Volkswagen, 1947/49, must be mech. perf., low mileage, bodywork good, pref. one owner car; cash waiting.—Tel. Fre. 5414. [889E

Volkswagen Spares and Service

VW MOTORS, Ltd.

GENUINE spare parts may now be obtained from sole concessionaires.—79-85, Davies St. (entrance in Weighhouse St.). Tel. May. 6718. [0647

COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares, 24-hour postal service; all repairs and service.—Tel. Ripley 2361. [0995/R

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2361) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R

V&F MONACO MOTORS.—Volkswagen spares, service, repairs; reconditioned engines from £47/10 fitted in 24hrs in part exchange; insurance repairs; conversions to R.H.D.; all Volkswagen accessories stocked.

V&F MONACO MOTORS.—The Volkswagen specialists.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station), Fremantle 4414. [0293/R

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EUSTACE WATKINS, Ltd., the sole London distributors.

1953 Wolseley 6/80, black, 20,000 miles, one owner, carefully used; £675.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 6181). [C4046

E.M.A., Ltd.

6/80 Wolseley saloon, 1950, colour beige with brown hide upholstery, heater, radio, etc., taxed; £485.

E.M.A., Ltd., Rootes Group Distributors, Grove Rd., South, Southsea. Portsmouth 2168. [829E

CAR MART, Ltd.

1952 Wolseley 6/80 saloon, heater; £665.—Car Mart, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011. [C1039

H. BEART & Co., Ltd., offer:—

1953 (November) Wolseley 4/44 saloon, in black, low mileage, superb condition throughout; £765.

1953 (November) Wolseley 6/80 saloon, in black with red leather upholstery, fitted radio, as new throughout; £795.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1081

C.M.I. CAR SALES (Pri. 6623) offer:—

1949 Wolseley 4/50 saloon, maroon, heater and radio, one owner, taxed year; £475.

THREE months' guarantee, terms, list on application. —Swiss Cottage, Finchley Rd., N.W.3. [C1051

1939 Wolseley 12, one owner; £245; three months guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1948 Wolseley 8hp 4-door saloon, green, brown leather interior, sun roof; £375.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. [8962

1934 12hp Wolseley saloon, excellent condition, engine overhauled; £65.—Finchley 5342.

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel 3348. [0083/R

£525!!!—1950/51 Wolseley 4/50 de luxe saloon, specimen small mileage condition throughout, choice 2. Below.

£325!!!—Wolseley 14 saloon, absolute bargain, although registered just pre-war this car both looks and runs like a 1948 motor car, luxurious leather upholstery.—Below.

£222!!!—1938 Wolseley 14 saloon de luxe, exceptionally well maintained pre-war quality motor car that we can recommend, 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052

£465.—Wolseley 6/80 1949-50 saloon, magnificent condition throughout, small mileage, good tyres, twin horns; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1950 Wolseley 6/80, 1953 condition throughout.—Jack Pozner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1950 Wolseley 4/50, grey, immaculate, £495.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

WOLSELEY 25hp saloon, black and brown upholstery, excellent condition; £250 o.n.o.—Ralph Davis, Ltd., Potters Bar 2371. [9148

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

1946 (November) 12hp de luxe saloon, black, brown hide, small mileage and beautifully maintained; £405.—Robbins, East Putney. Tel. 78ed. [C5010

1952 (late) Wolseley 6/80 saloon, radio, heater, covers; £605; written guarantee; h.p., exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time. [C4065

WOLSELEY 6/80 saloon, May, 1954, as new; £750. H. Nutt & Son, Station Rd. Garage, East Grinstead. Tel. 12. [9001

£100 o.n.o.—2-seater occ. 4 Hornet sports, respray and complete overhaul; stabled East Ham.—Apply 135, The Dashes, Harlow, Essex. [8928

1948 Wolseley 14, low mileage, as new; £395.—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063/1

£165.—1938 Wolseley 14 de luxe saloon, runs well, bargain; £40 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1954 (May) Wolseley 6/80, black, fitted heater and radio, 4,000 miles only, as new; £825.—Further details from 8, South St., Bishop's Stortford, 438. Evenings 1515. [9034

£265.—Wolseley 14, 1939, d.h.c., 4-seater, special body in red and grey, overhauled as new, P.V.C. hood, outstanding lines, fast car, town or country, small mileage.—Emberbrook 3435. [8908

1939 Wolseley 14 saloon, black, really excellent condition throughout; £215.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C2019

175 gns.—Wolseley 14/56, 1938 saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1938 Wolseley 12 saloon with Tickford soft top, black//green, an excellent example of this rare model, must be seen; £225.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1939 Wolseley 14 drophead foursome coupe, new engine, many extras, very smart; £295; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube Camden Town Station). Euston 2700 and 8894. [C3059

1938 Wolseley 14 saloon, very good mechanical condition, smart appearance, any trial; £165; deposit £55, balance 18 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

1939 Wolseley 14 saloon, £90 just spent on recon. engine, in first-class condition throughout; £275.—Ace of Spades, Great West Rd. Hounslow 5476. (Osterley Tube Station.) Open 9 a.m.-7.30 p.m. and Sunday mornings (for inspection). [C2050

WOLSELEY 6/80, Sept., 1952, guaranteed mileage 13,000, Moonstone grey, immaculate and unmarked, fitted zipped corduroy covers, undersealed, fog lights, spot, washers; 22-24 m.p.g.; private owner wishes to sell owing to need for cash, and offers this perfect car just nicely run in, and using no oil; thoroughly serviced and ready taxed year; £650 cash.—Fleetwood, 67, Bills Lane, Shirley, Birmingham. Shl. 3304. View any time, any inspection. [8996

Wolseley 4/50 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Wolseley Cars Wanted

RSROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WOLSELEY 6/80 saloon required; must be new condition.—Turnbull, Durngate House, Winchester.

THE CAR MART, Ltd., London, wish to purchase Wolseley cars.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0721/R

7-PASSENGER good condition 1939/1949 Limousines required. Alpe & Saunders Ltd, Providence Court, North Audley Street, Mayfair-2941. [W1006

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd 242-248, High St., Barnet 3240. [0707/R

LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 4436. [0207

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0317/R

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Miscellaneous Cars Wanted

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IF you wish to sell your car for cash, write, 'phone or call.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2023/R

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767 [0824/R

PRIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges.—Write, call, or 'phone Bri. 1791, Stockwell Rd., S.W.9 [0740/R

MAKIN & HARRISON OF CHISWICK.—London's top price buyers of good 8 and 10hp popular cars; H.P. a/cs. settled; exchanges.—492-6, High Rd., W.4. Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.) [W2071

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STEAM car, modern preferred.—Super Power, Ltd., 81, North Side, London, S.W.4. Battersea 3355. [8870

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NEW and used ambulances, Austin, Rolls-Royce, Albion from £100.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [M2022

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MOBILE shops, canteens and kiosks, vehicles and trailers, large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

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BREAKDOWN Morris 15-20cwt truck, 7ft×6ft body, track type tyres, machine in first-class order, ready for fitting a crane; £100.—Globe Auto Service, Ltd., Vicarage Rd., Hampton Wick. Kin. 3084. [8672

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1926 Rolls-Royce Ph. I bearer hearses, swept tail; £195; 3 months' guarantee; terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£1150 to £50 complete flearses Austin 16hp. Sheerline and A70. Humber. Rolls; attention address.
ALFE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Tel. Richmond 1161. [7052

WOODALL NICHOLSON, Ltd., build the best hearses in the country; second-hand usually in stock; established 1846.—Well Lane, Halifax. Tel. 4231 [0795/R

1935 Rolls-Royce Phantom II all-metal coachbuilt estate car, rear doors, all seats collapsible, suitable funeral director's utility, handsome appearance.—Derngate Motor Co., Ltd., Bedford Place, Northampton 2989. [8959

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

1954 Morris Cowley pick-up, 5,000 miles, as new; £525.
1947 Austin 2/3 tons drop side lorry; £145.
1937 Morris 8 van; £65; 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

G & M ALFREDS (1936), Ltd.—1951 Austin A70 Pick-up, 15,000 miles only.—6-7, Warren St., W.1. Euston 3268. [C1005

NEW Austin A40 10-cwt van, grey, extra seat; £493/8/9.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

BRADFORD vans for sale serviced by us; main agents since 1922.—Bunting's, Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225/6. [0284/R

1952 Austin A40 10cwt gown van, £375; also Ford 10cwt gown van, £375; 1946 Bradford 10cwt builder's truck, £95; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

NEW Thames 10cwt vans.—Arthur E. Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-5. [0102/R

1951 Morris 5cwt van, 16,800 miles, vicarage use only; £265.—Sargeant & Collins, Bromley. Imp. 2242. [9183

1950 Bedford van, 10-12cwt, one owner, strong rack, new tyres, first-class condition; £250.—8, South St., Bishop's Stortford 438; evenings 1515. [9035

CASS'S MOTOR MART.—1953 (October) Fordson 10cwt van, grey, genuine 6,000 miles; £365; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1 Bedford 5-tonner Perkins diesel flat truck, 20ft long with drop sides, purchased October 1952; £850.—Luralda, Ltd., Ibex House, Minories, E.C.3. Tel. Roy. 1852. [8833

1953 (registered in August) Ford 5cwt van, £295; 1948 Ford 5cwt Van, £200; 1937 Austin 10 van, £50; 1946 Hillman 10 truck, £75.—Montroe Motors (N. H. Boswell), Epping New Rd., Buckhurst Hill, Essex. Tel. Buckhurst 1171. [9131

ROYS AUTOMOBILES, Ltd., offer 1953 Bedford Dormobile type plain van, £485; 1952 A70 pick-up, £395; 1952 A40 pick-up, £385; another £325; 1952 Morris 10 J-type, £365; 1953 Ford 10cwt, 6,000 miles, £385; 1952 A40 van, £385; another £295; 1949 Austin 3-way, £295; 1951 Commer 8cwt, £395; 1949 Bradford, £195; 1951 Ford 8, £225; another £195; 1947 Bedford 10cwt, £195; 1948 Ford 8, £165; another £155; 1948 Morris 8, £195; 1947 Ford 10 truck, £175; another £150; 1935 Bedford 15cwt van, £55; many others, including numerous utilities; see that column; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. [C3059

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WANTED 1946/9 10cwt van, Ford, Austin or Bedford, no dealers.—Box 8113. [8935

5-10cwt van required; about £250.—Turnbull, Durngate House, Winchester. [W1010

ROYS always good buyers of vans and utilities.—127, Parkway, N.W.1. (Nearest Tube Camden Town Station.) Euston 2700 and 8894. [W3059

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WATFORD CARAVANS, Ltd., Hall Park Garage, Berkhamsted. Tel. Berkhamsted 1570-71. [0035/R

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BURLINGHAM hand-made caravans of quality available for early delivery; models from 12ft to 22ft, and £800 to £1,675; specials built to order.
BURLINGHAM CARAVANS, Garstang, Lancs. [0327/R

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GOOD class caravans for hire on attractive site at Orcombe Point Exmouth, April to September.
ALSO small mobile fleet consisting mainly of light-weight 4-berth, good proprietary makes; hire one of these and save the long tow to Devon.
MARTINS CARAVANS Co. (Exeter), Ltd., Countess Weir, Exeter. Tel. Topsham 3691 (2 lines). [3239
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MODERN touring caravans, all sizes, from £3 per week.—Sparrow, 20, Ongar Rd., Dunmow, Essex. Tel. 7. [4780

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PRIVATE purchaser would be interested in a very good condition caravan of the car cruiser Mayfair 54 class, 17ft or 18ft long.—Details to Box 8160. [8986

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HOLDER GRAISELEY caravan chassis axles, ball couplings, jockey wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. [0441/R

WORTH caravan and trailer, chassis, undergears, couplings, jacks, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire [0095/R

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CAR makers approve Witter towing brackets.—Witter, 134, Foregate St., Chester, 4. [0570/R

TOWING brackets, over 80 designs from stock.—B. Dixon-Bate, Ltd., Chester. Tel. 24034. [0376/R

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PRATT trailers, 3 to 6cwt carrying capacity, for touring, camping, farming, boating, etc.—Pratt Engineering Co., Northallerton, Yorks. [0547/R

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ADLARDS MOTORS, Ltd., Main Distributors for all Models, Spares and Service.—Acre Lane, Brixton, S.W.2. Brixton 6431. [0442/R

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TRADE supplied.

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MANCHESTER.—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mc. 19. Rus. 2874/5. [0825/R

SCOTTISH distributors.—Alvis "Grey Lady" saloon and coupe; early delivery.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0731/R

ALVIS 3-litre saloon, immediate delivery; £1,821/10/10.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Surrey. Kingston 8104. [N4053

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STEARNS & Co. (CAR SALES), Ltd., offer immediate delivery of Sapphires.—254, Brompton Rd., S.W.3. Ken. 0081. [7966

HENLYS, Ltd., 1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Blackfriars 7843. [0603/R

MIDDLESEX MOTORS (HARROW), Ltd., Armstrong Siddeley Stockists.—Immediate delivery of Sapphire; part exchanges.—Station Rd., Harrow 0022. [0203/R

CHEAM MOTOR & ENGINEERING Co., Ltd., Area Dealers for Armstrong Siddeley.—Demonstrations, spares and service.—Ewell Rd., Cheam, Surrey. Vigilant 0125. [0157/R

PASS AND JOYCE, Ltd., England's largest distributors, for the new superb Armstrong Siddeley Sapphire.—184-188, Gt. Portland St., London, W.1. Museum 1001. [0711/R

W. T. RICHARDS (BEXLEYHEATH), Ltd., Armstrong Siddeley area dealers; immediate delivery of Sapphire; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0499/R

THE enthusiastic owner-agent, Wilson's Automobiles & Coachworks, Ltd., offer immediate delivery of 6- and 4-light Sapphire saloons, electric and synchro-gear box, wide colour range.—34, Acre Lane, Brixton, S.W.2. Brixton 4011. 3, Dorking Rd., Epsom, Surrey. Epsom 3901. Demonstrations can be arranged at any time including Sundays. [0324/R

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SOUTHGATE area, N.13, N.14 and N.21.—Direct agents for all models; open 8-6 week-days, Sundays 9-12.

SPRINGFIELD GARAGES, Pal. 5576-7; evenings, Pal. 8974.—Winchmore Hill Rd., Southgate, N.14. [0272/R

LAMBERHURST, Kent.—F. J. Avards & Co., High Street Garage. Tel. Lamberhurst 217. Your Austin dealers. [0146/R

PRIDE & CLARKE, Ltd.—Immediate delivery most models; exchanges, terms. 237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

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R. C. WIMBUSH, Ltd., Austin stockists; part exchange and H.P. facilities.—312, Earls Court Rd., S.W.5. Fremantle 8401. [N4056

W. T. RICHARDS (BEXLEYHEATH), Ltd., Austin retail dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0247/R

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HILLINGDON MOTORS, Ltd., Austin direct agents, full sales and service facilities.—325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 8588. [N2062

LANKESTER ENGINEERING Co., Ltd., Eden St., Kingston-on-Thames, offer immediate delivery Austin A70 Countryman; exchanges and deferred terms.—Tel. Kingston 3151/4. [0263/R

PRINCESS saloon, A70, A40, A30 and all commercial models.—Prynn & Stevens, Ltd., the South London Austin Depot, 57, Acre Lane, S.W.2. Repairs and Service to Austin exclusively. Brixton 1155, Streatham 7362. [0889/R

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SOLE Concessionaires, Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0730/R

PEUGEOT

LONDON.—Peugeot sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [0185/R

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0898/R

YORKSHIRE.—Distributors for Peugeot cars; early delivery, sales and service.—Newton of Huddersfield, Automobile Distributors, Huddersfield. Tel. Huddersfield 3311 (3 lines). [0835/R

PEUGEOT all models, immediate delivery; rung or write for demonstrations; also full service facilities and parts.—Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. Speedwell 9761. [0810/R

PONTIAC

PONTIAC. — U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks [0950/R

PORSCHE

SOLE concessionaires for Great Britain, official service and spares.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011.

EUROPEAN CARS, Ltd., Porsche retailers, offer 1500cc hard top model, early delivery; demonstration run can be arranged.—129-131, Old Brompton Rd., S.W.7. Fremantle 7722. [0928/R

RELIANT

PRIDE & CLARKE, Ltd.—Immediate delivery of the Reliant Regal; exchanges, terms.—158, Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

RAYMOND WAY for your Reliant Regal 3-wheeler; immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0778/R

RENAULT

LONDON.—Renault sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [0186/R

PRIDE & CLARKE, Ltd., Renault agents, immediate delivery; exchanges, terms.—158, Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

THE famous new Renaults 750cc and 2-litre Fregate saloons.—Distributors, The County Garage (M. & H.), Ltd., Lancaster Rd., Morecambe. Tel. 207. [0671/R

RAYMOND WAY for your Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0777/R

METROPOLIS GARAGES, Ltd., the Renault distributors for sales, service and spare parts for all models.—1-31, Maclise Rd. (Olympia) W.14. Sho. 5385-6-7. [0626/R

RENAULT.—Leicester and Rutland County distributors; 750cc and 2-litre from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester Tel. 60319/20023 [N1059

YORKSHIRE.—For Renault sales & service; early delivery of the 750cc saloon and the 2-litre Fregate model.—Newton of Huddersfield, Automobile Distributors, Huddersfield. Tel. Huddersfield 3311 (3 lines). [0836/R

AUTO SALES (LONDON), Ltd., are North London distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mai. 5555. [0110/R

RILEY

NEW Rileys from Stock

RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2952-3-4. [N3052

1½-litre delivery ex stock; one only.—Montrose Motors, Wembley 2636. [0765/R

K.D.M. & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. [0530/R

NEW Rileys.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

PRIDE & CLARKE, Ltd.—Riley agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

NEW Riley 1½-litre, green, one only for immediate delivery.—Brent Cross Garage, Hendon Way, N.W.4. Speedwell 1196. [8895

FOXTON'S GARAGE, Ltd., official dealers for Riley motor cars, favourable delivery 1½-litre model.—Piccadilly, York. Tel. 54613. [7619

ALPE & SAUNDERS, Ltd. Agents for Rileys offer immediate delivery 1½-litre saloon, black, with tan leather, Providence Court, North Audley Street, Mayfair-2941. [N1001

RILEY

IMMEDIATE delivery new 1½-litre Riley saloon; list price £1,205/5/10.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

ROLLS-ROYCE

CAR MART, Ltd.,

OFFICIAL retailers offer for future delivery the Rolls-Royce Silver Dawn saloon and a range of coachwork on Silver Wraith chassis by leading coach builders.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [N1039/R

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0520/R

DAVID ROSENFIELD, Ltd.,

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 1-5 Peter St., Manchester, 2.

'PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8. Tel Blackfriars 2302 [0561/R

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

ROVER

H

HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 6444.) [0154/R

ROVER.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R

K.D.M. & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R

DORKING MOTOR Co., Ltd., main dealers. Rover 60, 75 and 90.—Dorking 2256. [N1068

KJ MOTORS, Ltd., N.W. Kent's leading Rover main dealers.—Bromley, Rav. 3456. [0287/R

ELLIOTTS OF BIDEFORD N. Devon, Rover distributors, for earliest delivery.—Tel. 744. [0700/R

BEXHILL.—F. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesex Rd. Tel. 2382/3. [0951/R

CROYDON Main Agents, Leathwood's Garages, Ltd., 203 St. James's Rd., Croydon. Tho. 1222 [0063/R

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0912/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0451

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942 [0866/R

H. A. FOX & Co., Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models.—3-5, Furlington Gardens, Old Bond St., London, W.1. Tel. Regent 8822. [0140

SIMCA

LONDON, W.1.

SEE and try the new Simca Aronde, orders accepted for immediate delivery.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [N3040

FIAT (ENGLAND), Ltd.,

WATER Rd., Wembley. Tel. Perivale 5651.

SOLE Concessionaires.

IN Great Britain and Northern Ireland for Simca spares and service. Distributors and Dealers throughout the country. [0665/R

SPURLING MOTOR BODIES, Ltd., Distributors for Bedford and Hertford, Lower High St., Watford. Tel. Watford 4491. [0382/R

PRIDE & CLARKE, Ltd., Simca main agents, immediate delivery; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

NEW Simcas, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel 2232/3 [N1065

MAYFAIR GARAGES, Ltd. (Fiat sales and service). —Immediate delivery of the new Simca.—Demonstration from Balderton St. (opp. Selfridges), W.1. Mayfair 3104-5. [0155

DAVIES MOTORS, Ltd., official distributors, current demonstration car available; immediate deliveries, full service and spares facilities.—273, London Rd., Staines. Tel 4211 (5 lines). [N1080

SINGER

THE Singer agents offer immediate delivery of all 1954 models; demonstrations; exchanges; deferred payments.

AUTOMENDERS, Ltd., Lowther Garage, London, S.W.13. Riverside 6496. [0757/R

STANDARD

ROWLAND SMITH'S for Standard.

ALL models supplied; part exchanges any distance; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

STANDARD

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot day and night garage.

BERKELEY Square, London, W.1. Gro. 4343. [0840/R

EARLY delivery Standard 8 de luxe and 10, orders welcomed.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [N4060

KJ MOTORS, Ltd.—Renown, TR2, Vanguard models, early delivery.—Bromley, Rav. 3456. [0220

STANDARD 8, 10 and Vanguard saloons.—Try New Cross Car Mart Ltd., Tideway 2908. [8516

STANDARD 10 saloons.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD 8 saloons.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

VANGUARD Ph. II saloon.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

ERSKINE, Woking, for most Standard cars; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd., Tel. Woking 330. [N2051

JOHN S. TRUSCOTT, Ltd., official retailers; early delivery Vanguard and 8hp models.—173, Westbourne Grove, W.11. Bay 4274. [N4035

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0913/R

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 105, Cricklewood Broadway, London, N.W.2. Gladston 2480. [0413/R

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0026/R

PRIDE & CLARKE, Ltd.—Exchange your car now for a new Standard Vanguard; immediate delivery; terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer immediate delivery of Standard Vanguard Phase II saloon, birch grey, also Standard 8, birch grey. [N1001

STANDARD 8hp de luxe saloon, grey with red, immediate delivery; list price; part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [N4008

STANDARD & Triumph distributors in Surrey since 1911; immediate delivery Phase II Vanguard saloons, choice of colour, also diesel engine saloon; demonstration cars available.—Lankester Engineering Co., Ltd., 39/43, Eden St., Kingston-on-Thames. Kingston 3151/4. [0402/R

PLANNING to buy a new Standard? For early delivery of a new Eight or Ten saloon, Vanguard petrol or diesel saloon or estate car, it is so convenient to make your choice from Ferraris of Cricklewood; your present car accepted in part payment at its current market value and credit facilities confidentially arranged.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models, Hawley Cres., Camden Town. Gul. 4141 [0091/R

SUNBEAM-TALBOT

GORDON CARS (LONDON), Ltd.

IMMEDIATE delivery guaranteed.

SUBJECT only to remaining unsold.

90 coupe, black/red leather.

90 coupe, green/green leather.

ALPINE Special, works tuned engine, overdrive, twin manifold carburation, ivory/red leather.

WE should be pleased to quote for your car in part-exchange and an offer immediate confidential extended payment facilities for periods up to three years in approved cases.

GORDON CARS (LONDON), Ltd., 26, North End Rd. (opposite Golders Green Station), Golders Green, London, N.W.11. Speedwell 4701. [8900

SUNBEAM-TALBOT coupe finished in blue for immediate delivery.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 333. [N1063

IMMEDIATE delivery new Sunbeam-Talbot convertible; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7100

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 4600/4632. [0869/R

ALWAYS prompt and efficient service from the Central London Rootes Agents, Sunbeam-Talbots our speciality, immediate attention to your enquiries. —Cattermoles (Garages), Ltd., 79-89, Pentonville Rd. (near Kings Cross Station), London, N.1. Ter. 1001. [0405/R

SWALLOW DORETTI

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.

SWALLOW DORETTI distributors in areas of Surrey, Sussex and Kent. [0895/R

DORETTI.—Distributors for the Greater Birmingham area; early delivery; terms, exchanges.—F. J. Evans, Ltd., John Bright St. Mid 2911 [0897/R

LANKESTER ENGINEERING Co., Ltd., 80/83, Victoria Rd., Surbiton, distributors in Surrey for Swallow Doretti, offer immediate delivery; demonstration car available.—Elmbridge 1184/5. [0329/R

PRIDE & CLARKE, Ltd., main agents for Swallow Doretti, enquiries invited for this exciting new 2-litre 100 m.p.h. sports car, favourable delivery, terms, exchanges.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3060/R

TRIUMPH

ROWLAND SMITH'S for Triumphs.

ALL models supplied; part exchanges any distance; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

NEW CARS FOR SALE

TRIUMPH

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot; day and night garage.
BERKELEY Sq., London, W.1. Gro. 4343. [0856/R

TRIUMPH T.R.2 and Renown saloons.—Try New Cross Car Mart, Ltd., Tideway 2908. [8517

NEW Triumph T.R.2 sports, pearl white, wire wheels, knock-on caps, for immediate delivery.
STARNES MOTORS, 103, The Broadway, Crickle-wood, N.W.2. Gladstone 2480 and 0298. [8738

PRIDE & CLARKE, Ltd.—Triumph agents; ex-changes, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

RENOWN saloon.— Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

TRIUMPH T.R.2, British racing green, overdrive; list price.—Brown's Garage, Loughton (Essex) 6262 (Tube). [N1034

JACK ROSE, Ltd., Standard and Triumph Agents and Stockists.—High St., Banstead, Surrey. Burgh Heath 2376/7. [N3056

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0493/R

LANKESTER ENGINEERING Co., Ltd., Standard & Triumph distributors, offer immediate delivery Triumph TR2 and Renown saloons, choice of colour.—80/83, Victoria Rd., Surbiton. Elmbridge 1184/5. [0693/R

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn Ltd., Show-rooms:—
4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

KEITH & BOYLE (Ldn.), Ltd., Terminal House, 80, Clapham Rd., S.W.9 (close to Oval Underground).

VAUXHALL main dealers, spares and service. Tel Reliance 4211 (extension 10 or 19). [0808/R

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley. Rav. 3456. [0221/R

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the original special-ists and main distributors; full service facilities.—Tel. Ripley 2361 [0017/R

VOLKSWAGEN

SUSSEX distributors, Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34037-8. [0190/R

EUROPEAN CARS, Ltd., distributors for London & Western districts; early delivery, demonstra-tions; exchanges, terms; also vans, pick-ups and buses.
129—131, Old Brompton Rd., S.W.7. Fre. 7722. [0900/R

CROYDON.—H. Harmer Car Sales, Ltd., Area Dealers, 444/8, Brighton Rd., South Croydon. Croydon 6225. Uplands 8629. [0127/R

SOUTH Yorkshire and North Derbyshire.—Distribu-tors, J. Gilder & Co., Ltd., Cambridge St., Sheffield, 1. Tel. 26358/9. Complete facilities. [0128/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, main distributors for West Herts, offer early delivery of de luxe saloons. [N1001

YORKSHIRE county distributors can offer early de-liveries all models; full spares and service facilities available.—Moortown Garage, Ltd., 398, Harrogate Rd., Leeds, 7. Tel. 685131 (2 lines). [0725/R

LOXFORD GARAGE for Volkswagen saloon and com-mercial vehicles; sales and service; part exchanges and H.P. terms; official main agents.—Loxford Garage, Ilford Lane, Ilford. Tel. 3155-6. [0927/R

PRIDE & CLARKE, Ltd., South London distributors.—Early delivery of all models; choice of colour; demonstrations; exchanges, terms; "by return" spares service.—158, Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

WILLIAM ARNOLD, Ltd., Volkswagen distributors for S. Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available.—Upper Brook St., Manchester, 13. Tel. Ardwick 4261-7. [0519/R

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life; saloons from £599/13/4; exchanges, terms, demonstrations with pleasure; also pick-ups, buses, vans, completely new standards in transport economy; double the distance at half the cost.—Details—
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WILLYS

WILLYS cars, sole concessionaires for Great Britain. Sales, service, spares.—Steele Griffiths, Ltd., Cam-berwell Green, London, S.E.5. Rodney 2201-6; regional depot: opposite London Airport, Hayes, Middlesex. [0812/R

WOLSELEY

EW
EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part ex-changes and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951.) [N4046

WOLSELEY

ROWLAND SMITH'S for Wolseley.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

WOLSELEY 6/80 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

PRIDE & CLARKE, Ltd.—Wolseley agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

R. C. WIMBUSH, Ltd.—Wolseley stockists; part ex-change, hire purchase facilities.—312, Earls Court Rd., London, S.W.5. Fremantle 8401-3. [N4056

JACK ROSE, Ltd., Wolseley Agents and Stockists for your new 4/44 and 6/80.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. Burgh Heath 2376-7. [N3056

C. W. J. COLES (CROYDON), Ltd., official agents, offer early delivery of 6/80 and 4/44 models, part exchange and hire purchase.—18, Blunt Rd., South Croydon. Cro. 0074/5. [7193

IMMEDIATE delivery new Wolseley 6/80 saloon; list price £950/10/10.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

MEBES & MEBES, Ltd. (Est. 1893), the Wolseley specialists for past 30 years, offer early delivery of both Four-Forty-Four and Six-Eighty saloons, various colours; part exchange and extended payments; always in stock a number of used Wolseley cars with B.M.C. warranty.—The Broadway Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

MISCELLANEOUS CARS

GATEHOUSE MOTORS.

ARE stockists for Austin, Ford and Singer cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [N2021

ROWLAND SMITH'S for new cars, all makes sup-plied; stockists for Austin, Ford, Jaguar, M.G., Morris, Standard, Triumph and Wolseley.

PART exchanges, any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Row-land Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distri-butors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R

MARSTON MOTOR Co., Ltd., for new Jaguar, Stan-dard, Austin Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insur-ance arranged immediately; call, 'phone or write.—Marston Motor Co., Ltd., Sta. 8000. [0713/R

MISCELLANEOUS ADVERTISEMENTS

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ASYNCHRO

1954 Vauxhall Velox or 1954 new style Ford Anglia self-drive costs from £6 per week, small mileage charge, or alternative rates; A.A., R.A.C., radio, heater, Continental touring; special facilities for overseas visitors.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. Cables: Synchro, London. [0636/R

MANCHESTER.—Drive yourself 1953-54 saloons; overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England.

SUREFLEET, lowest rates in the trade.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. [0646/R

AT Stroud, Gloucester.—Gallie's Motors drive-hire service.—Tel. Stroud 732 any time. [8951

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rear, 36, Mackenzie St. Tel. Slough 20501. [0132/R

SMITH & HUNTER, for self-drive; inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. [0458/R

IRELAND Self Drive.—Ryans, 33, Upper O'Connell St., Dublin; 7, Crofton Ave., Dun Loaghaire. [0877/R

IVOR HILL, Ltd.—1954 A40 Somersets for hire; rea-sonable terms.—Revelstoke Rd., S.W.19. Wimb. 5686. [0580/R

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Par. 9864-5. [0466/R

LONDON'S lowest rates. The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2), Dolphin Square, S.W.1. [0042/R

HAROLD R. HILLS GARAGE.—Garage accommoda-tion service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

WIMBLEDON CAR HIRE, Self-drive Specialists, 1952-54 Austin A30s, A40s and A70s; competitive rates.—Mansel Rd., S.W.19. Wim. 3834. [0811/R

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432.) [0679/R

SELF-DRIVE post-war Morris, Austin A40, Morris Minor.—Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [7576

1954 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bayswater 8229 (garage). [2057

A40s, A70s, A90s, saloons and convertibles to drive yourself, book now for your summer holidays.—Truman's Garages, Queensway, W.2. Tel. Bay. 6415. [0686/R

1954/3 Zephyrs, 16gns a week, 600 miles; also new Consuls, Oxfords, Somersets; re-quest tariff.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 2646/6801. [0318/R

CAR HIRE (MAYFAIR), Ltd., for Humber Pullman and Austin dependability, chauffeur driven, 1952-54 A30s, A40s and A70s to drive yourself; competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8689. [0084/R

CARS FOR HIRE

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage cars; care de-livered.—Bri. 5532 and 8637. 290, Milkwood Rd., Herne Hill, S.E.24. [0685/R

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yds Clapham South Tube). Batt. 1107-8-9. [M2024/R

GEE CARS self-drive hire with new Ford Consuls, etc., unlimited mileage, special facilities for over-seas visitors, cheap winter rates October to March, also chauffeured Humber Pullmans, Austins, etc.; cars hired out on contract.
60-62 Queenstown Rd., London, S.W.8. Macaulay 3363. [0091/R

DRIVE YOURSELF HIRE Co. (LONDON), Ltd.—1953/4 cars from 25/- per day, 50 free miles; holi-days, tours, business; tariff on request.—306, Seven Sisters Rd., Finsbury Park, N.4. Sta. 5493. 20, Gros-venor Place, Victoria, S.W.1. Slo. 9844. [0507/R

SUSSEX MOTORS.—Self-drive or chauffeur-driven, 1952-53 Morris Minors, Austin A40, Vauxhalls, Stan-dard Vanguards; overseas visitors catered for.—1, Bur-wood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5306 and Amb. 5025. [0589/R

SELF-DRIVE.—Coming on leave, visiting Britain? Our keenest rates for vacation period hire; slim your motoring budget; modern fleet; alternative types available.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [0031/R

OVERSEAS visitors, a fleet of 1952-3 Austin Drive-hyre saloons for hire to drive yourself; send for illustrated brochure to Drivehyre Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drive-hyre stations throughout Britain. Also available for home market. [0211/R

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SELF-DRIVE CARS (incorporating British Self-Drive Cars), offer 1954 4- and 6-seater saloons, also luxury Daimler Consorts, at reasonable rates including comprehensive insurance, special reduced terms for September holidays.—Self-Drive Cars, 13a, Adam & Eve Mews, Kensington High St., W.8. Wes. 4795; evenings enquiries Per. 3404. [0166

DRIVE Yourself Hire.—1953-4 saloons, choice of cars at attractive rates with unlimited mileage for short or long periods. Overseas visitors, both old and new clients specially welcomed. We have been pioneers of self-drive hire over 30 years.—Write, 'phone or call: H. E. Edwards & Co. (Established 1918), 154, Great Titchfield St., London, W.1. Tel. Langham 0012 and Museum 6366. [C2003

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WILSONS, established 50 years; new cars in perfect condition, self-drive from £1 per day or £5 per week; winter rate includes 210 miles per week; cars also for sale with guaranteed repurchase.—Wilsons, 34, Acre Lane, S.W.2. Brixton 4011; 1, Dorking Rd., Epsom 3901. [0802/R

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MOTOROLA, world's finest motor radio, sole licensees and registered useds.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R

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1500 all types, crown wheels and pinions and 3,000 axleshafts available, new or second-hand; parts despatched c.o.d., satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockoford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0223/R

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DELIVERY from stock of all replacement bearings for British, American and Continental cars.—AUTOMOTIVE Replacement Division, K.G.S. Bearing Co., Ltd., Macrome Rd., Green Lane, Tettenhall, Wolverhampton. Tel. Wolverhampton 51757 or 52260. Telegrams: Kages, Wolverhampton. [0152/R

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47/6!!—Battery prices down again!! 6-volt 9-plate 47/6; 6-v 11-p. 56/6; 12-v 9-p. 92/6.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0828/R

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BATTERIES.—Part exchange your old battery for new or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired; R.A.C. appointed; hours 8.30-5.30, Saturday 1 p.m. Trade enquiries invited.—Speedwell, 3, Mardale St., Shepherd's Bush, W.12. She. 4224; also behind 96, Upper Wickham Lane, Welling, Kent. Tel. Woolwich 4396. Early closing Wednesday. [8657

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MOSS & LAWSON, Ltd., 1076/1086, London Rd., Thornton Heath (2 minutes Norbury Station). [0260/R

ZENITH, Solex, S.U., new and replacement units and spares.—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434 (4 lines). [0323/R

VOKES Gasmaster for increased mileage; prices of all models 14/6; easily fitted; trade and retail supplied.—Domerfords, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Emb. 2323/4. [0575/R

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TWIN carburettor units for 25% increase in power giving up to 50% better acceleration, redesigned high-efficiency manifolds with twin-linked carburettors for Austin A30, Minor ohv £17/10, Minor sv, Oxford, Ford 8 and 10, Renault 750 £26, Consul £30; stamp list, performance figures.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071

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WOOL pile and rubber-backed carpets, ribbed Hardura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp, year.

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"SILVERNOIL" car covers, strong, durable, new process silver sheeting, guaranteed 100% waterproof, welded waterproof seams, reinforced eyeletting, light in weight, easy to handle, 9ft×8ft, 27/6; 9ft×12ft, 37/6; 15ft×12ft, 59/-; 18ft×12ft, 74/-; 20ft×13ft, 90/-; post and packing, 2/6; dust sheets, made from superfine parachute material, complete cover, 8/12hp 40/-, 16/30hp 60/-, post free.—H. C. Briggs, 88, Forest Rd., Waltnamstow, London, E.17. Larkswood 2705. [0321/R

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PRIDE & CLARKE, Ltd., for new and second-hand dynamos, starters, starter batteries, lamps.—Stockwell Rd., S.W.9. Bri. 6251. [0736/R

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R. J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Uplands 3637. [0718/R

STOCKS OF BALHAM, crankshaft and cylinder grinders; reconditioned engines, Morris, Hillman, Austin, Commer Q4.—Tel. Bal. 4825, 11, Balham Grove, S.W.12. [0764/R

BLACKBIRD HILL GARAGE, Ltd., stock reconditioned engines for Austin Big Seven; 8hp, 10hp, 12hp, 14hp, 16hp, A40 and Commercial, Morris 8hp, 12hp and 10cwt vans; Standard 8hp; your old engine taken in exchange; please quote car numbers.

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GUARANTEED reconditioned replacement engines; Ford 8-10, £19/10; Morris 8, Standard 8, Austin 8, £23/10; Hillman 10, Austin 10, Vauxhall 10 and 12/4, £27/10; Austin A40, £30; Ford V.8, 22, 30, 32, £40; Vauxhall Velox, £42/10.—J. G. Ruther & Co., Ltd., Eastern Ave., Romford 2552. [0056/R

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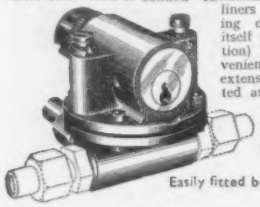

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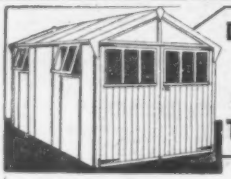

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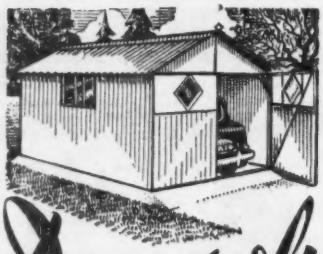

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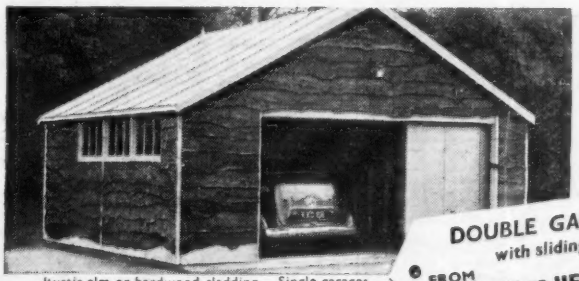

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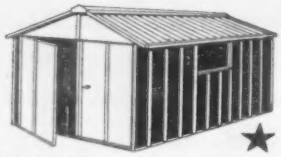

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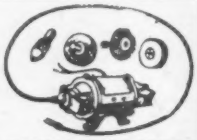

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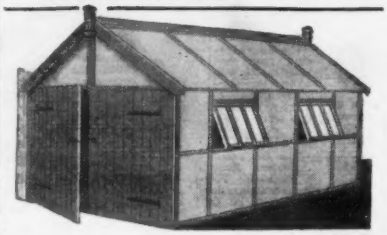

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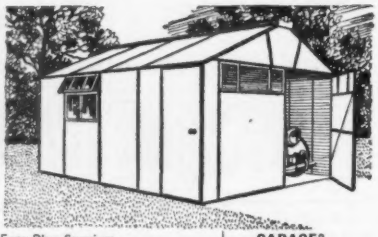

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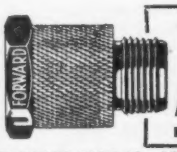

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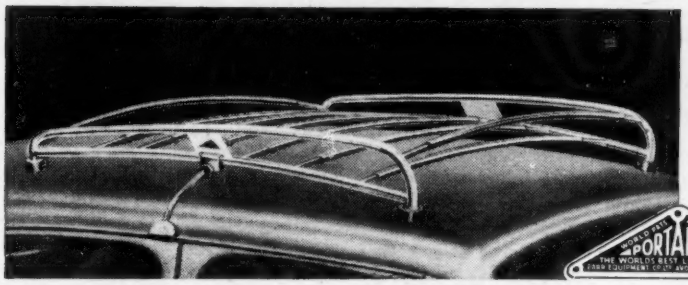

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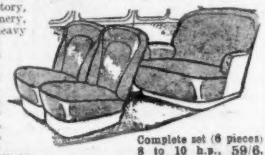

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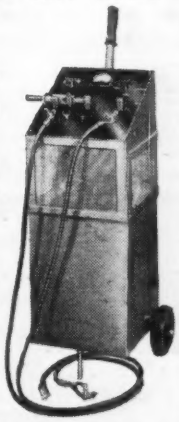

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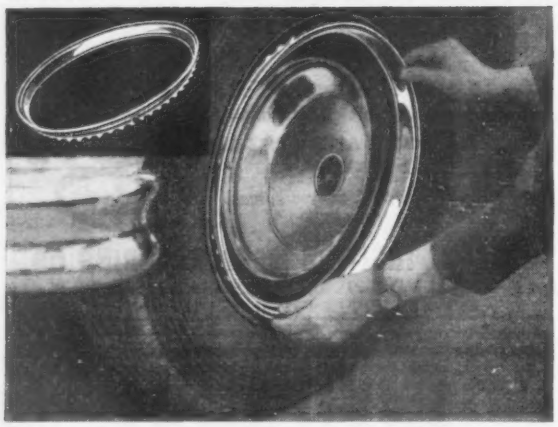

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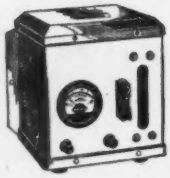

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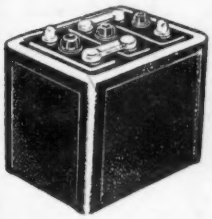

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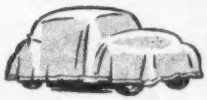

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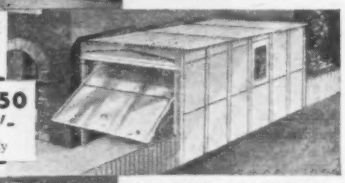

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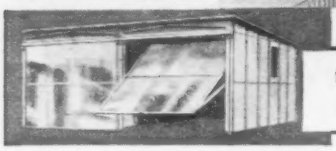

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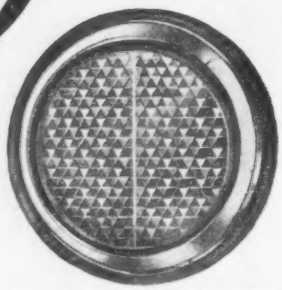

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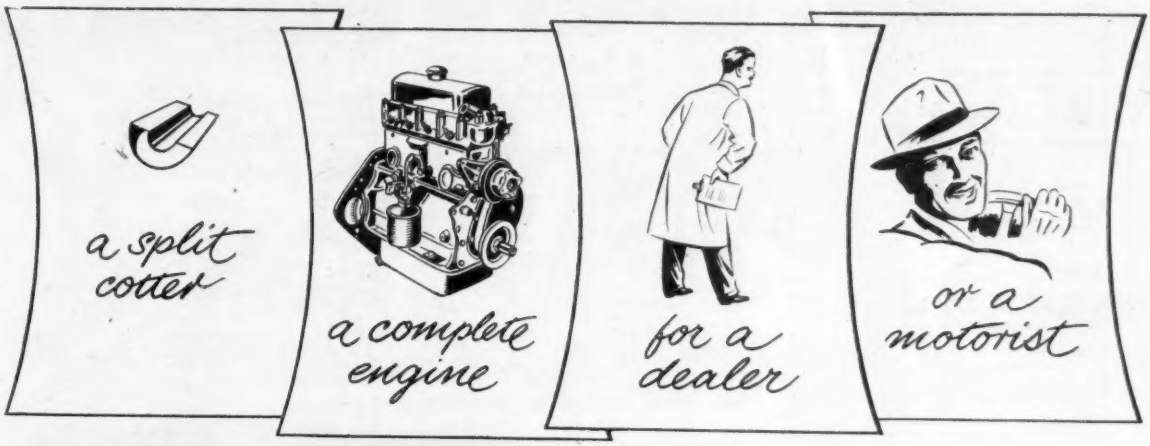

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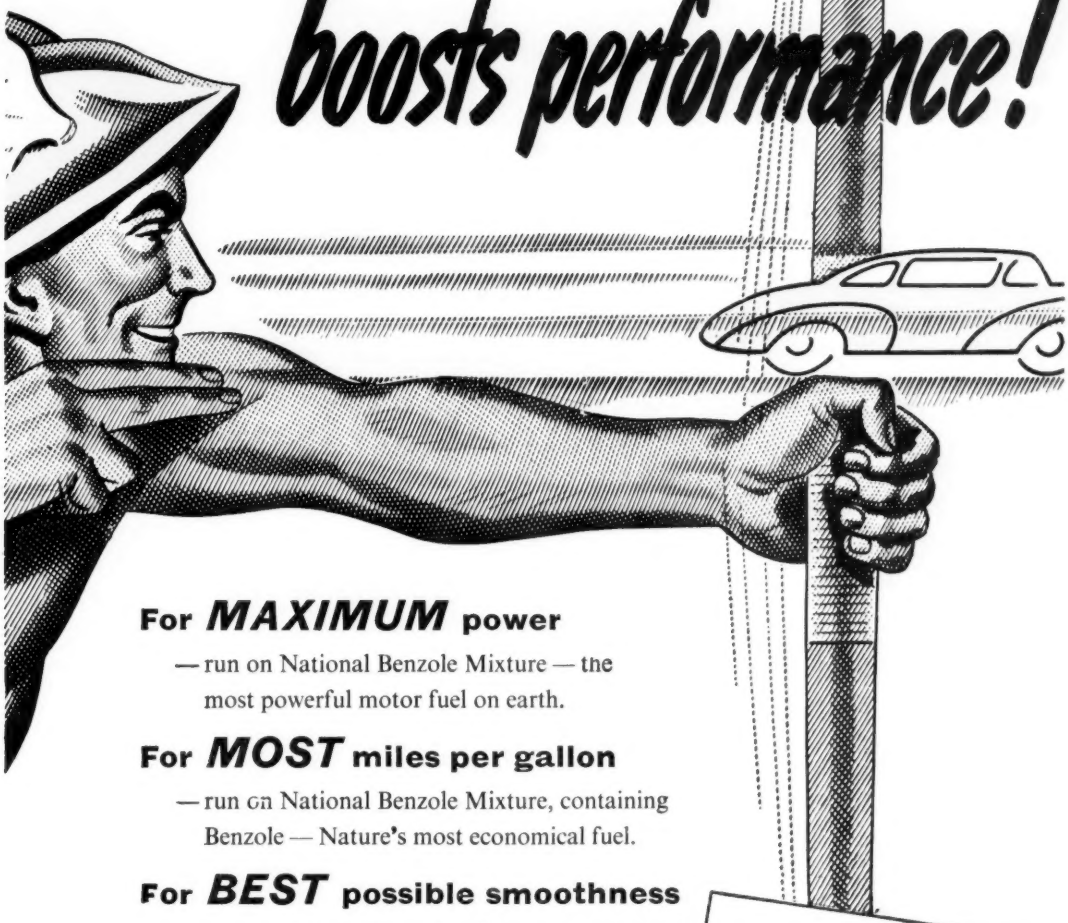

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